

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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Latest Advices.

PORTS.	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received Jan. 22.
JAPAN—Yokohama	Oct. 9	Nov. 29	Dec. 8
Yedo	" 9	" 28	" 4
Osaka and Hiogo	"	"	"
Hakodadi	"	"	" 6
Nagasaki	"	"	" 1
CHINA—Peking	"	"	" 3
Tien-tsin	"	"	" 1
Chefoo	"	"	Nov. 25
New-chwang	" 2	" 20	Dec. 6
Hankow	"	"	" 4
Kiu-kiang	"	"	" 11
Chin-kiang	" 23	Dec. 10	" 9
Shanghai	"	"	" 10
Ningpo	"	"	" 11
Foochow	"	"	" 15
Formosa	"	"	" 17
Amoy	"	"	" 15
Swatow	" 30	" 10	" 16
Hong Kong	"	"	" 10
Canton	"	"	" 22
Macao	"	"	" 15
PHILIPPINES—			
Manila	" 23	" 4	" 13
COCHIN-CHINA			
Saigon	Nov. 6	" 13	" 24
SIAM—Bangkok	"	"	" 19
BORNEO—			
Labuan	"	"	" 13
Sarawak	"	"	" 17
JAVA—Batavia	" 13	" 18	" 20
Samarang	"	"	" 11
Sourabaya	"	"	" 13
MALACCA STRAITS—			
Singapore	" 20	" 22	" 24
Penang	" 13	" 12	" 19
Ceylon—			
Galle	Dec. 4	" 30	" 31
Colombo	"	"	" 29

THE MAILS, &c.

The French mail, bringing the above advices, was delivered, via Marseilles, on Friday last, the 22nd inst., being three days early. The next inward (P. and O.) mail, with advices Yokohama 15th, Shanghai 18th, Hong Kong 24th, Singapore 31st Dec., which is due, via Brindisi, on Monday next, the 1st proximo, arrived at Suez on the 22nd inst., three days in advance of its due date.

List of Passengers.**PASSENGERS INWARD.**

By this mail to Marseilles, per Messageries Maritimes steamer *Meikong*, arrived Jan. 20.—From Yokohama: None. From Shanghai: Mr. and Mrs. Little, Mr. Skaggs, Mr. F. Wade, Mr. Burton, M. de la Rochefoucauld. From Hong Kong: Col. Smith, Messrs. Bangs, Estienne, Meyer, Stuckens, Reynaud, De Riberolles, Raf, Tejada. From Saigon: Messrs. Bourgeau, Tames, Chazalot, Fontnouvelle. From Batavia: None. From Singapore: Messrs. Lamache, Guerro, Nolas, Figueras, Knox, Gema, Gabriel, Mr. and Mrs. Raja. From Galle: Messrs. Griffith, Colcan, Massey, Frank, Mr. and Miss Thomas.

PASSENGERS OUTWARD.

Per P. and O. steamer *Cathay*, from Southampton, Jan. 14.—To Shanghai: Mrs. Haslewood. To Ceylon: Mr. C. Latham, Mr. P. Tetley, Mr. S. le Cocq, Mr. E. Lempien, Mr. Chamberlain and friend. To Singapore: Rev. — Smith.
Per P. and O. steamer *Baroda*, from Venice, Jan. 22.—To Penang: Mr. Ainalie.
From Brindisi, Jan. 25.—To Hong Kong: Mr. Robslikke. To Ceylon: Mrs. N. Gow.
Per P. and O. steamer *Malwa*, from Southampton, Jan. 28.—To Hong Kong: Mrs. Armstrong, Mr. and Mrs. S. G. Bird.
Per P. and O. steamer *Nizam*, from Brindisi, Feb. 8.—To Singapore: Mr. Miller.
Per P. and O. steamer *Peshawar*, from Southampton, Feb. 25.—To Yokohama: Mr. and Mrs. Troup.
Per steamer *Hong Kong*, from London Jan. 22.—For Port Said: Mr. J. A. Webster. For Hong Kong: Mr. L. H. Colding, Mr. E. B. Peterson, Mr. H. J. Lorne. For Yokohama: Mrs. J. Walton and five children.

Per French steamer *Iraouaddy*, Jan. 31.—To Shanghai: Six missionaries. To Hong Kong: Mr. Pustau. To Galle: Mr. and Mrs. Gausseremburg. To Saigon: Mr. Galles. To Singapore: Mr. Hill, Mr. Royds.
Per French steamer *Peiko*, Feb. 14.—To Hong Kong: Mr. Guillemin, Mr. and Mrs. Hutchinson. To Shanghai: Mr. Marsh, Mr. and Mrs. Volsch. To Singapore: Mr. Adam.
Per French steamer *Meikong*, Feb. 28.—To Shanghai: Mr. M. R. Mackellar, Mr. Gordon, Mr. and Mrs. Jerdein.
Per French steamer *Sinda*, March 14.—To Batavia: Mr. and Mrs. Erdman. To Galle: Mr. Fairhurst.

Summary of News from the Far East.**JAPAN.**

Our advices from the Japan Ports by the present mail are of no later dates than those received by Pacific mail on the 13th inst., and published in our last issue.

CHINA.**PEKING.**

In the Peking *Gazette* of the 24th Nov. we find a short Imperial Decree announcing that the Envoys of Japan and the United States, having through the Tsung-le-yamun respectfully requested that the Emperor would be pleased to grant them an audience, his Majesty had, on that day, signified his pleasure to receive them. In a decree in the *Gazette* of the 28th mention is made that his Majesty had, on that day, given audiences at the Tsze Kwang Ko, the Foreign Audience Hall; and from what I have since learned, I presumed that this short announcement had reference to the audiences of their Excellencies Mr. Avery and Mr. Yanigawara.

In the *Gazette* of the 27th is an edict announcing that, owing to Ting Chow-chang, the Territorial Taoutai at Tientsin, having gone into mourning for his father's death, his Majesty had appointed Woo Tsan-ching in his stead. Woo Tsan-ching, about two years back, succeeded Shin Paou-king as superintendent of the Imperial Arsenal at Tientsin, and on the death of Woo Yuntseih, the chief of the Southern Legion, about two months ago, became chief of that *corps d'armée*. The *Gazette* of the 27th Nov. has also a decree appointing an official at Peking named Le Chaou-tang to be Customs Taoutai at Tientsin. Since the previous incumbent, Chen-kui, ceased to hold office, on the 15th of June last, Sun Sze-ta has held the acting appointment. The Customs Taoutai, I should mention, is the official with whom the Consuls transact nearly all their international business, and not the Territorial Taoutai, with whom they scarcely ever come into contact on business. The post of Customs Taoutai at Tientsin, the port of the metropolis, is for another reason an important one in the eyes of the Tsung-le-yamun. The Envoys of foreign nations for the first time making a treaty with China come to Tientsin to negotiate it, and do so with the Governor-General of Chihli in his position of High Commissioner for the North of China. The Customs Taoutai, on his side, has in general the arranging of all the details of the treaties. In this way the Customs Taoutai comes into relation with the Envoys of foreign nations, and I have no doubt from time to time privately reports to the Tsung-le-yamun on their character and manner of conducting international affairs; so that, when they appear at the Tsung-le-yamun, the chiefs of that bureau are already pretty well posted. It may be for this reason that the Tsung-le-yamun apparently consider it their business to select the official who is to fill the post; on both occasions the persons selected have come from the capital.

TIENTSIN.

A correspondent writes:—Mr. Bismark, appointed Consul for Germany at Tientsin, has arrived there from Europe. During the past eighteen months Mr. Waerber, Consul-General for

Russia at Tientsin, has besides been acting as German Consul.—**M. Roquette**, Secretary of the French Legation, and other gentlemen of that Legation, have left for Shanghai.—The eldest son of the Viceroy, **Li Hung-chang**, got married on the 30th.—The captains of the various steamers running to Tientsin have just testified their satisfaction with the way in which **Mr. J. Macdonald**, of the Customs service, has kept the river fairway clear, by presenting him, through **Mr. Twinem**, the Acting Commissioner, with a valuable silver cup. **Mr. Macdonald** has also lent his services in settling the trifling collisions which have occurred between junks and steamers, and by his watchfulness has done much to diminish the risk and the gravity of these occurrences, as well as to facilitate the navigation of the river by steamers.—A destructive fire occurred on 30th Nov., in the native city, but the amount of damage was unknown when the last steamer left Tientsin.

SHANGHAI.

The present mail brings advices from this port to the 11th December; the P. and O. mail from London October 16 was received on the 6th December, and the following French mail of October 23 arrived out on the 10th December. The following summary of news is from the *North China Herald*:—

We hear from Peking that the U.S. Minister, the Hon. B. P. Avery, and the Japanese Minister, H. E. Mr. Yanigawara, were to have audience of the Emperor on the 29th ult.—Professor Watson, of the Transit of Venus Expedition, delivered a lecture upon that event on the 23rd ult. The lecture was listened to by a considerable audience of foreigners and Chinese students. Professor Young was to follow with a lecture on Spectrum Analysis, to be delivered on the 30th ult.

Some months ago quantities of goods sent up the Yangtze under transit pass by several firms in Hankow, and destined for the great marts of Szechuen, were detained at the Kweichau barriers above the Wushan gorge, where the river crosses the frontier of the province. The transit passes were totally disregarded, and demands for the usual barrier squeezes were made. These demands were resisted, but resistance only brought delay and loss, as the high provincial officials, so far from disavowing the acts of their subordinates, and apologising for a gross breach of Treaty rights, issued proclamations, we are told, supporting their illegal claims. Not only were the native boats, in which the goods were being forwarded, prevented from proceeding, but in some cases the boatmen and supercargoes were seized and beaten, in order to force them to make false declarations as to the ownership of the goods. Representations were, of course, made by the firms interested to their Consuls, and by the latter to their Ministers, with the result, we believe, that the release of the property and those in charge of it was ordered from Peking.

The Russian corvette *Ascolt*, flying the Admiral's flag, came up from Woosung on Monday, and was received with salutes from the U.S.S. *Hartford* and H.M.S. *Modeste*. We hear that Captain F. T. Thomson, commanding H.B.M. corvette *Modeste*, has accepted an offer to succeed Captain George S. Nares in the command of H.B.M. corvette *Challenger*, now employed on particular service as surveying and discovery ship. It is not yet known who will be Captain Thomson's successor, but it is thought probable that Commander John L. Way, of the flag-ship *Iron Duke*, will receive the appointment and consequent promotion. The winter station of H.B.M. gun-vessel *Frolic*, Commander C. E. Buckle, has been unexpectedly changed. She was originally ordered to sail for Japan on the 12th inst., but is now ordered to the East Indies, and will probably finish her commission on that station. She will, however, remain at Hong Kong during the time necessary to refit. It is stated that the gunvessel *Rockat* is ordered to China to replace the *Frolic*.

As a result of the survey held on the ship *Conqueror*, on the 7th, it was decided that all her cargo should be taken out and placed in the godowns of Hunt's Wharf, so that it might there be thoroughly inspected, for the satisfaction of all concerned, prior to reshipment.

Unabated efforts to raise the sunken barque *George Washington* (which was scuttled to save her from being burnt, and after being partly raised sank again in mid-river) are still being made, under the superintendence of Mr. C. P. Blethen, with the assistance of the Tug and Lighter Company.

The yachts entered for the adjourned Corinthian race, which was re-fixed for Saturday, were prevented from starting by a sailing letter from the Commodore, who, it appears, was of opinion that the wind was again unfavourable for racing. The event has now been definitely postponed till next spring.

We are glad to observe that our Municipal Council have sanctioned Mr. Thorndike's proposal to erect a foot bridge across the Soochow Creek at the north end of Szechuen-road. It will be twelve feet wide, of the same elevation above the water of the Creek as the new Honan Road Bridge; and any one who has observed the constant ferrying across of Chinese that prevails at the point indicated, and has had personal experience of the awkwardness of getting into and out of the ferry-boats, will be able to form some idea of the boon Mr. Thorndike is about to confer on the com-

munity. With characteristic promptitude Mr. Thorndike has already commenced piling, and we may hope to avail ourselves of the new bridge to do part of our New Year's-day visiting.

HONG KONG.

Our advices by the present mail extend to the 17th December; the P. and O. mail from London 30th October was received on the 10th December. The following items of news are from the *Hong Kong Daily Press*:—

The seventh annual report of the German Foundling House in Hong Kong states:—The Rev. Pastor Klitzke acknowledges the receipt of donations to the extent of \$1,180 from the German and other foreign residents here and at Canton. The number of children in the institution is about the same as last year. The sanitary condition has been less favourable during the past year, owing to dengue fever, which carried off several of the weaker children. Among those indebted to the benevolent instruction of the Foundling House is a blind girl, who plays the harmonium and has mastered the German Bible in raised characters. This girl also instructs other blind inmates in reading and music. Eight of the girls have during the past year been married to respectable Chinese Christians. The report points out that the expenditure, which ordinarily averages over \$5,000, has been increased by damage done to the premises by the typhoon, and an appeal, which we doubt not will be heartily responded to, is made for continued contributions to this benevolent and useful institution.

Mr. Small, the passenger on board the steamship *Brisbane*, who died on the night of the 15th at sea, is the well-known author of the Hong Kong Lyrics, namely, the "Unlucky old Deucher," &c.

The H. K. and W. Dock Co.'s hulk *Celestial* was towed round from Aberdeen, bringing with her several large spars. She was moored on the west side of the *Leonor*, and the dismantled Portuguese barque *Cecilia* was moored on the east side. The spars for windlasses were laid across both vessels, and preparations made with the chains to lift the sunken steamer.

There was a very good attendance at the midday performance of Smith's Acrobatic Troupe, and the children were greatly delighted at the feats of the De Castro family. This evening the performance is to be for the benefit of the De Castros, under the patronage of Vice-Admiral Sir C. Shadwell and Commodore Parish. There will be an entire change of programme, and several interesting feats are announced. We are confident that this fact, combined with the well-deserved popularity of Mr. and Madame De Castro and their wonderful children, will secure a bumper house.

The Rev. Dr. Burdon, the new Bishop of Victoria, has been installed in the Cathedral. He was received at the principal entrance and conducted to his stall in the chancel by a procession consisting of the Rev. R. H. Kidd, the Colonial Chaplain, the Revs. W. H. Baynes, and A. B. Hutchinson, the Rev. Lo-Sam-Yuen (a deacon), the Registrar of the diocese, the Choir, and Verger. The letters commendatory from the Archbishop of Canterbury were read out by the Colonial Chaplain, and the Right Rev. Prelate preached a sermon, and administered the Holy Communion at the conclusion of the service.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending 30th November, 1874, is, published in Saturday's *Gazette*:—

Banks.	Average Amount.
Oriental Bank Corporation	\$521,416
Chartered Mercantile Bank of India, London, and China	732,499
Chartered Bank of India, Australia, and China	492,706
Hong Kong and Shanghai Banking Corporation	1,641,256
Total	\$3,387,877

In the Supreme Court, before Sir John Smale and a Common Jury, the case of *Tigno v. Tuna* was tried. The claim was for \$5,100 on a promissory note. From the opening statement of Mr. Hayllar, it appeared that the money was lent on a promissory note, and that the debt was acknowledged before the Chief Justice at Macao. Mr. Hayllar understood the defence to be that the money was lent for the collection of certain coolies, and that they had been got, but had run away at Macao. This fact, however, was denied by the plaintiff *in toto*, and Mr. Hayllar was prepared to prove that the sum was actually lent to the defendant, and that it had no reference whatever to the coolie trade.

The first witness examined for the plaintiff was Pedro Couto, who stated that he was out of employ, and did not belong to any particular profession. He had been in the employ of the plaintiff. He recognised the signature on the promissory note as that of the defendant, and saw the \$5,100 paid. He saw also the repayment, and the rel oan of \$2,100 in 1873. Caitano J. de Gracia was also examined. He proved that he had heard the defendant admit the debt of \$5,100; the same was reduced to writing in a book, and was signed by the defendant in the presence of Mr. Da Costa, a notary public, and the Judge's clerk. The case was then adjourned for some witnesses who were expected from Macao to be examined. After the adjournment, the witnesses from Macao not being forthcoming, the case for the plaintiff was brought to a close.

The Attorney General then opened the case for the defendant. He contended that the money was never lent to the defendant, but that it was given to him for the purpose of getting coolies for the plaintiff. The question was whether the defendant was the plaintiff's agent in the matter, and whether the money was given to him in that capacity. If it was ruled that it was not, he would submit that the transaction was not one the Court could take cognisance of, it being tainted with illegality. The defence was that a servant of the defendant named Martins received \$3,100 to proceed to Chinchew to procure coolies, and that the \$2,100 was given to the defendant on a similar mission. The coolies were got, but they subsequently returned to Amoy. Mr. Bramston contended that the money given to the defendant had been applied by him for the purpose it was intended. The defendant was then examined. He stated that he was a native of Chinchew, and that he had been nineteen years in Peru. He used to get coolies for the plaintiff, and the sum of \$2,000 was given to him to get coolies from Chinchew. He got forty-two, and brought them to Macao, but they left afterwards for their native place. He had had very large dealings with the plaintiff. He did not recognise the promissory note, the signature on which was not his. Being examined by the Attorney General, he said that of the \$5,100 the plaintiff gave him in 1873, \$2,000 were spent in the purchase of a junk, and the plaintiff consented to it. Afterwards there was a dispute between himself and the plaintiff as to the ownership of the junk.

His Lordship summed up by putting to the jury as men of business to consider whether the conversion of \$2,100 of the entire sum to the purchase of a junk instead of applying it to the purpose of getting coolies as originally intended was not an act of indebtedness to the plaintiff. In answer to the Court, the counsel for both parties consented to abide by a verdict for the \$2,100 only, whatever that verdict might be. The balance of \$3,000 was left out of the question altogether. His Lordship then read through the whole evidence, commenting on it as he proceeded.

While the jurors were deliberating on their verdict, Mr. Hayllar withdrew the cause, but assigned no reason for this extraordinary proceeding. Thus a case which occupied the Court and jury for five days was brought to an untimely end.

TOTAL LOSS OF THE STEAMER "MONGOL"

We much regret to have to record the total loss of the above steamer, Captain Flamank, which left for Yokohama. She started about 10.30. A.M., with a pilot on board, and had fine weather. The pilot left her just outside the Ly-ee-moon Pass at 11.30. At a quarter to twelve, when they were in the vicinity of the Nine Pins, the second officer (Mr. Fry) was on the bridge along with the captain, who told him that there would be a rock ahead, and asked him to go down and look on the chart to see if he could discover its position. The second officer went down as requested, but could not discover it, and came up and told the captain so. The captain then told him to keep well off the island, and he went down to examine the chart himself. He returned to the bridge soon afterwards, and said he could not discover the rock, and only saw an island which would be above water. He then altered the ship's course a little more towards the land, and five minutes afterwards she struck. The captain then at once gave orders to sound the pumps, and they found that the ship was making water. Believing that the steamer was resting upon the rock, orders were given to back the engines, with a view to getting her off, but it was discovered that she had gone right over the rock. The second officer then ordered the man at the wheel to turn the ship's head round and make for the shore. The water by this time was reported gaining on the ship forward; and seeing that it was useless to proceed, orders were given to stop the engines, and attempts were made to get the boats out. The captain and second officer then left the bridge. The mate and the surgeon were looking after the captain's wife, who was an invalid. Two boats were lowered, and a number of the crew made off in them; in fact, they were filled before they reached the water. Those remaining on board tried to get another boat down, but the water was gaining so much forwards and the vessel sinking so rapidly, that it was impossible. The second officer, seeing that all was over, jumped overboard and swam from the ship. Immediately afterwards the vessel went down, the captain, his wife, and several others being lost with her. While the second officer was in the water the bodies of the captain's wife, and of the chief officer were floating close to him. As the vessel was sinking a violent explosion took place from the water coming in contact with the boilers. The boats which made off were away some little distance, and after a time came back and picked up the second and third officers, a fireman, and a Chinaman, who were all struggling in the water close together. The vessel at the time she struck was going about nine knots an hour, with a strong monsoon, and a heavy swell against her. So sudden was the sad catastrophe that she sank within five minutes after she struck. The two boats were taken in tow by a junk, and arrived here about five o'clock this afternoon. The *Mongol* was a new vessel, built on the Clyde last year, and was one of the new fleet of the New York, London, and China Steamship Company (Limited). She had a crew in all of fifty-two, of whom fifteen have been lost. The names of those drowned are as follows:—Captain John Flamank, Mrs. Flamank, W. H. Gawthorpe, chief officer; W. F. Ring, fourth officer; — Campbell, second engineer; J. Smith, fourth engineer; J. Gentle, boilermaker; — Smith, carpenter; — Jewell, second steward; S. Bevis, mess steward; — Ludlow, fireman; — Murdoch, ditto; — Lewis, ditto; — Frankstone, and Stone, sailors; two Chinese.

STRAITS SETTLEMENTS.

SINGAPORE.

The present mail brings advices from this port to the 24th Dec.; the French mail from London Nov. 20 arrived out on the 22nd Dec. We take the following items of intelligence from the *Straits Times*:—

The annual examination of the pupils of the Christian Brothers' School was held at that institution on Friday evening, before a large assemblage of patrons and friends of the school. The examination was admirably conducted, and the pupils showed great proficiency in their studies. On Saturday evening they gave a public entertainment in the large hall of the school, which was attended by his Excellency the Governor, Sir Andrew Clarke, and a very large and select audience. The exercises consisted of singing and amusing dialogues, in which the pupils acquitted themselves most creditably. The members of the Philharmonic Society assisted by giving some excellent selections of music, which were sung with taste and spirit. Towards the close of the entertainment the prizes were distributed to the successful competitors at the examination, the recipient of the first prize being honoured by its presentation from the hands of H.E. Sir Andrew Clarke. After the conclusion of the exercises, a large and bountiful Christmas tree was lighted up on the platform, the presents being given to the juvenile holders of tickets previously distributed throughout the audience, after which "God Save the Queen" was spiritedly sung by a choir of the pupils, assisted by members of the Philharmonic Society, when the visitors dispersed, highly pleased with the success and ability of the pupils.

The recent expedition to Sunghie Ujong, though at one time believed by many to have been failure, has not been without effect, as is sufficiently evidenced by the arrival of the *Datu Bandar* and *Rajah Mahmood* at Singapore on Saturday, in the B.I.S.N. steamer *Moulmein*, under the guardianship of Captain Dunlop. These leaders, against whom the expedition was directed, had, as was stated, gone to the Sultan of Salangore, to whom they surrendered, and through the influence of Mr. Swettenham have come down to Singapore to negotiate a peace with his Excellency the Governor.

From the *Government Gazette* we learn that the following appointments have been made:—

Khoo Toh to be Chinese Headman in the Dinding territory and islands.

Mohamed Ariff to be Punghuloo of the Dinding territory on the mainland.

Mohamed Akib to be Punghuloo of the Dinding islands.

The leave of absence granted to Sir William Hackett, Judge of Penang, has been extended for three months from the 17th January next, and that of Mr. C. B. Waller has been also extended three months on medical certificate.

On the debate as to official salaries the *Straits Times* says:—Of all the unofficial members present Mr. Shelford would appear to have been the only one who was acute enough to have suspected that the increase of salary in this case meant something more than was apparent on the face of it, and is intended to have future consequences which may be more surprising than palatable to the public. According to his statement there would appear to be an organised combination among our high officials for taking advantage of the presence of a popular and liberal-minded Governor to obtain an increase of their salaries. That is how we understand his proposal to defer the consideration of the Attorney-General's case until the Council could have before them the petition said to have been sent in to the Governor by the officials asking for an advance. Probably the other unofficials were unaware of this little fact, and this may account for the easy and inconsiderate way in which they consented to the vote. Apart from this, however, we consider the vote indefensible on the plain ground that the old salary of £1,000 with private practice is amply sufficient, and quite on a par, to say the least, with the pay attached to the office in other colonies. In Hong Kong, which in its circumstances is exactly similar in every way to Singapore, the Attorney-General gets £1,000 a year, with private practice; the present holder of the office previously held a similar position in Queensland on £1,000 a year, without private practice, we presume. Ceylon, with a population of over two millions and a revenue of a million sterling, pays a Queen's Advocate £1,500 a year, without practice. In Mauritius, with a population of three to four hundred thousand, and a revenue of about six hundred thousand pounds sterling, the Procureur and Advocate-General gets £1,350, without practice. The colony of South Australia pays only £1,000, New Zealand £1,200, New South Wales, £1,500, Victoria £1,714, the Cape £1,200, Jamaica £740, West Australia £500, while the Minister of Justice and Attorney-General for the whole Dominion of Canada receives just £1,250. Can, we ask, the duties of the Attorney-General of the Straits Settlements compare in arduousness and difficulty to those of the occupants of the same post in any of the above colonies, except, perhaps, Hong Kong.

Commercial Report.

(For dates see first page.)

IMPORTS.

CHEFOO.—Messrs. Wilson, Cornabé, and Co. report as follows:—Our last Circular was issued on the 4th ult., and we now beg to continue our report from that date. Cotton Goods have been dull of sale, and prices have, if anything, had a downward tendency. The importations of Grey Shirtings and T-Cloths from Shanghai lately have been on rather a limited scale; so, should any demand spring up, rates will likely advance a little. Drills are saleable in small lots, while in Spots and Brocades there will be no business done till spring. Metals.—Iron has been neglected, while the demand for Lead has been rather active, and the value has improved.

SHANGHAI.—The week had been scarcely so lifeless as the preceding one, and the various transactions recorded, although very insignificant in extent, tended to show that prices generally had not suffered much by the long prevailing inactivity. For instance, Collie's Lion and Bale and Mendal's Pillar chop Grey Shirtings had commanded Tls. 1.75 per piece, and "Green Lion" had been sold at Tls. 1.83 per piece, free of brokerage—which was close on Tls. 1.84 to the trade. Moreover, Dewhurst's Eagle H.A. had realised Tls. 1.88, and their Taeping Eagle—best—was still quotable at Tls. 1.92 per piece. 7-lbs. Red Pheasants being in special demand, had advanced from Tls. 1.43, less brokerage, to Tls. 1.47 nett, within the week, and the few in stock had been held for Tls. 1.50 per piece. The value of high-classed 64 reed White Shirtings had also been more than maintained, and Tls. 1.50 had been paid for a few Ewo Green Dragon 7-lbs. Mexican T-Cloths. Some Jeans had changed hands at reasonable rates, and the last auction sale of Camlets showed signs of improvement. The better description of 7-lbs., and more especially the Red Pheasants, were destined for Japan; the 8½-lbs. for Chinkiang, Ningpo and the Shanghai surroundings; the T-Cloths and Jeans for Hankow, and the Long Ells for the Soochow districts.

MANILA.—A considerable amount of business had been transacted in the markets for Plain Staples during the fortnight, but owing to continued large arrivals of these, values had not advanced. Coloured goods were in fair demand, and suitable parcels had been disposed of at good prices.

EXPORTS.

TEA.

SHANGHAI.—The following settlements had been reported during the week:—Black: 1,522 chests at Tls. 14½ to 18; stock, 1,300 chests. Green: Fychow and Moyune, 11,868 ½-chests, at Tls. 26½ to 34½; Pingsueys, 972 ½-chests, at Tls. 18 to 21½; stock, 97,900 ½-chests. Quotations generally remained unchanged. Export to Great Britain (exclusive of lost cargoes):—

	1874-1875.	1873-1874.
Black	64,560,811 lbs.	56,829,888 lbs.
Green	8,816,090 "	7,637,303 "
	72,376,901	64,467,191

FOOCHOW, AMOY, and CANTON.—The market at these ports had been quiet, and nothing of importance had transpired.

SILK.

SHANGHAI.—London telegrams and Lyons advices continued gloomy. On this side about 1,200 bales had been settled; of these fully half (600 bales Gold Lion Chop) were said to have been taken by a Continental buyer on joint account; 100 bales Yah-kee Chop Tsatlees had been bought on similar terms for France, and about 300 bales of Re-reels had found purchasers for America. Prices in certain cases were somewhat lower than last quoted, but were still considerably above home values. Very few known silks had been bought, but the following were mentioned as amongst the settlements:—Yah-kee Chop, Nos. 3, 3½, and 4 Tsatlees, Tls. 405 per picul for No. 3; Gold Lion, No. 1 (lower Nos. in proportion), Tls. 375 per picul; Kue-ke's, Chin Jan, and Kin Hock, Tls. 340 and 310 per picul; Pagoda, No. 2, Tls. 322½ per picul. For Koo-fong-sing's Chop No. 3 Tsatlees Tls. 410 were asked, and Tls. 310 and 312½ for Red Peacock, without finding buyers. Arrivals during the week had been trivial, and the unsold stock was reduced to 12,000 to 12,500 bales. A good demand had existed for silks suitable for the American market, and fully 300 bales of Re-reels had been settled. The limited stocks of silks required, and the eagerness of buyers, had checked the downward tendency, and closing quotations were fully Tls. 20 to 30 per picul above the lowest point seen in September.

LATEST TELEGRAMS.

THE CHINESE LOAN.

HONG KONG, JAN. 18.—The Chinese Imperial Loan, contracted with the Hong Kong and Shanghai Banking Corporation, has met with great success. The applications from all quarters amount to 20,131 bonds of £100 each, or nearly seven times the number offered to public subscription.

THE HEALTH OF THE EMPEROR OF CHINA.

SHANGHAI, JAN. 20.—Rumours are current here that the health of the Emperor is in a critical condition.

POLITICAL RUPTURE IN SIAM.

(TIMES' TELEGRAM.)

PARIS, JAN. 22.—The *Mémorial Diplomatique* states that a serious conflict having arisen between the two Kings of Siam, Germany has asked England temporarily to protect its subjects, and English ships have accordingly been directed, if necessary, to watch over German interests until the middle of February, when two German ships, the *Ariadne* and the *Hertha*, will arrive at Bangkok.

EXPORT OF TEA AND SILK, SEASON 1874-75.

TO GREAT BRITAIN.

Date.	TEA.					SILK. Total Bales and Cases.
	From Shang- hai and Hankow	From Foo- chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	
From June 1, 1874, to Dec. 9, 1874.	75547086	55878838	833645	17396163	149635732	33056
From June 1, 1873, to Dec. 9, 1873.	65786797	44992743	335183	13593991	124708713	36908

TO THE CONTINENT.

From June 1, 1874, to Dec. 9, 1874	4650707	Bales.
Do. do. 1873, to Dec. 9, 1873	7776086	29702
		19255

TO UNITED STATES OF AMERICA.

From June 1, 1874, to Dec. 9, 1874	35555032	Bls. & Cases.
Do. do. 1873, to Dec. 9, 1873	27904315	3247
		3749

TO AUSTRALIA.

From June 1, 1874, to Dec. 9, 1874	13,640,546
Do. do. 1873, to Dec. 9, 1873	13,133,983

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,022,600	...	1863 to 1864	117,463,586	46,603
1845 to 1846	57,334,300	18,600	1864 to 1865	121,336,870	32,313
1850 to 1851	63,973,000	32,144	1865 to 1866	118,333,042	62,590
1853 to 1854	77,327,800	61,283	1866 to 1867	118,423,290	50,052
1855 to 1856	92,240,300	50,481	1867 to 1868	116,890,430	57,449
1857 to 1858	76,990,355	68,315	1868 to 1869	142,789,804	70,917
1858 to 1859	65,789,792	83,134	1869 to 1870	139,740,193	63,807
1859 to 1860	85,560,452	64,169	1870 to 1871	131,969,850	51,329
1860 to 1861	90,066,160	70,644	1871 to 1872	149,774,395	54,589
1861 to 1862	109,854,040	79,199	1872 to 1873	151,869,262	57,268
1862 to 1863	121,373,580	73,887	1873 to 1874	144,588,620	47,373

* Including the Continent.

EXCHANGES, & C.

(For dates see first page.)

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2½d. to 4s. 2½d.	4s. 2½d.	4s. 2½d.
Shanghai " "	5s. 8½d.	5s. 9½d.	5s. 9½d.
Canton " "	" " "	" " "	" " "
Hong Kong " "	4s. 2½d.	4s. 2½d.	4s. 2½d. to 4s. 2½d.
Macao " "	" " "	" " "	" " "
Singapore " "	4s. 2½d.	4s. 2½d.	4s. 3½d.
Manila " "	4s. 0½d.	4s. 0½d. to 4s. 1d.	" " "

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India	Rs. 303	220½
" Hong Kong	26½ to 27½ dis.	—
Bar silver	Tls. 111.3.0	10½ prem.
Mexican dollars	" 73.3.0	½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 4 per cent. premium.
 Hong Kong Gas Company, \$75 per share.
 Hong Kong and Whampoa Dock, 4½ per cent. discount.
 China Traders' Insurance Company, \$375 premium.
 Hotel Shares, 55 per cent. discount.
 Hong Kong and Macao Steamboat Company, 12 premium.
 Hong Kong Fire Insurance Company, \$327½ prem.
 Union Insurance Society, \$50 premium.
 China and Japan Marine Insurance Company, Tls. 78 to Tls. 79 per share.
 China Fire Insurance Company, \$34 premium.
 Victoria Fire Insurance Company, \$26 premium.
 Indo-Chinese Sugar Company, \$7 per share.
 Shanghai Steam Navigation Company, Tls. 79 per share.

* * The latest Exchange quotations by telegram are for six m.s. bank bills at Shanghai 5s. 8½d., at Hong Kong 4s. 2½d., at Batavia F.11.73½, at Manila 4s. 0½d., at Singapore, 4s. 2½d.

THE MAILS.

PRESENT INWARD MAIL.—MARSEILLES, JAN. 20.—The Messageries Maritimes steamer Meikong, with the inward mails from China and Japan, arrived here to-day at 3 P.M. She brings seventy-six passengers and a general cargo, including 261 bales of silk, 362 packages of sundries, and specie to the value of £61,245 for London, which part of her cargo will be forwarded to its destination per company's steamer Indus, due in London on or about the 2nd of February.

INWARD MAIL DUE FEBRUARY 22.—GALLE, JAN. 22.—The P. and O. Company's steamer Peking, with the homeward China and Australian mails, leaves here for Suez to-day. Australian gold for Europe, £460,000.

The Eastern Telegraph Company announce that the Great Northern Telegraph Company's cable between Wladavostock and Nagasaki being interrupted, messages for China and Japan should be directed *via* Falmouth.

CARGOES OF TEA AFLOAT.

Sailing Date.	Name.	From	Cargo-lbs
Aug. 25 ...	Woodlark ...	Shanghai ...	1,284,763
Oct. 31 ...	Coulakyle ...	" ...	756,208
Nov. 20 ...	Guinevere ...	" ...	981,373
" 27 ...	Cathaya ...	" ...	862,059
Dec. 1 ...	Deucalion (str.) ...	" ...	822,554
" 1 ...	Sylvia (str.) ...	" ...	58,684
Sept. 28 ...	Argonaut ...	Foochow ...	1,501,769
Nov. 5 ...	Duke of Athol ...	" ...	1,328,588
" 25 ...	Harlaw ...	" ...	1,136,900
" 10 ...	Columbian (str.) ...	Canton ...	236,948
" 13 ...	Falcon ...	" ...	665,399
" 25 ...	Nestor (str.) ...	" ...	1,299,171
" 28 ...	Braemar Castle (str.) ...	" ...	1,141,684

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Dec. 3, Formosa; 7, Omba; Jan. 18, Sarpedon (str.), Star of Jamaica; 19, Fleurs Castle (str.), Peri.
At HONG KONG.—From Liverpool, Dec. 15, Menelaus (str.); from London, Dec. 16, Brisbane (str.).
At MANILA.—From San Francisco, Nov. 29, Clara Bell.
At SAIGON.—From Bordeaux, Dec. 19, Ango.
At SINGAPORE.—From Cardiff, Dec. 19, Andreas Rickmers; from the Clyde, Jan. 19, Singapore; from London, Jan. 19, Nankin (str.).
At PADANG.—From Nieuwe Diep, Jan. 16, Prins Hendrik (str.).

DEPARTURES.

From SHANGHAI.—For London, Dec. 2, Sylvia (str.); for New York, 5, Mikado; 16, Caroline (cleared); for London, 16, Mathilda Atheling (cleared).
From HONG KONG.—For New York, Dec. 12, Beemah; for Hamburg, 13, Therese.
From MANILA.—For New York, via Cebu, Dec. 2, Henry S. Sandford.
From SAIGON.—None.
From SINGAPORE.—For Boston, Dec. 22, China.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 21, at London, from Colombo, Alfred the Great; from Bassein, Elina; from Rangoon, Amarapoura (str.); off Deal, from Hong Kong, Melbrek; at New York, from Yokohama, Samuel G. Reed; 22, at London, from Bassein, Africano; 20, at Havre, from Rangoon, Regina Margherita; 23, off Deal, from Ceylon, Chacma; from China, Thyatira.

DEPARTURES.—Jan. 21, from London, for Nicolajefak, &c., Rowena; for Singapore, China, &c., Hong Kong (str.); from Sunderland, for Anjer, J. Vinicombe; 22, from London, for Shanghai, Conquest; 22, from Shields, for Java, Henrick; 21, from Newcastle, for Singapore, Pons Aolli; 22, from London, for Singapore and Manila, Emiliano (str.).

LAI'D ON.—At Liverpool, for Penang, Singapore, Hong Kong, and Shanghai, Nestor (str.).

SPOKEN.—Seaford, London to Colombo, Dec. 19, 21 S., 29 W.; J. B. P. S. (Ger. barque), Amsterdam to Padang, Dec. 20, 20 S., 30 W.; Panama (N. Ger.), Cardiff to Hong Kong, Dec. 21, 19 S., 30 W.; Muthah, Tyne to Singapore, Dec. 21, 19 S., 30 W.; H. W. T. Puls, Penang to London, Jan. 1, 13 N., 35 W.; Hindostan, London to Penang, Dec. 3, 14 S., 32 W.; J. Q. R. H. (Woodlark), Shanghai to London, Oct. 30, 2 S., 108 E.; Stanley, Sunderland to Singapore, Nov. 26, 23 S., 29 W.; Q.C.D.R. (Dora barg.), Newport to Singapore, Dec. 6, 19 S., 30 W.; L.W.S.T. (Peru), Cardiff to Singapore, Dec. 4, 14 S., 30 W.; Gleam, London to Penang, Dec. 4, 14 S., 30 W.

MISCELLANEOUS.—Deal, Jan. 21.—The Kashgar (barque), Russell, which arrived in the Downs 19, from Middlesboro, for Hiogo, with loss of boats, &c., has left in tow for the river, reported leaky.

CASUALTIES.—Plymouth, Jan. 22.—The Royal Sovereign, Weir, from Swansea to the Philippines, has put in here leaky in topsides. Swansea.—The Eleanor Batters (str.), from Cardiff to Shanghai, has put back to Mumbles roads with machinery disabled. Sourabaya, Jan. 22.—The Batavia (barq.), of and from Amsterdam, for this port and Macassar, was aground on the Madura coast, but got off without assistance; she will discharge part of her cargo here for survey and repairs. Lisbon, Jan. 15.—The Jonge Cornelius (Dut. barq.), from Cardiff to Batavia, put in here, Jan. 11th, with slight damage to rigging. Batavia, Jan. 22.—The Leila, from New York to this port, with petroleum, has stranded off Anjer, and will become a total wreck; part of cargo will be saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ANTROBUS.—On the 19th Jan., at 16, Grosvenor-crescent, the wife of R. C. Antrobus of a daughter.
BULLER.—On the 14th Jan., at The Vineyard, Totnes, Devon, the wife of Capt. Alexander Buller, R.N., H.M.S. *Modeste*, of a son.
CAMPBELL.—On the 23rd Dec., at Ceylon, the wife of Major Sir John Campbell, Bart., R.A., of a daughter.
HITCHCOCK.—On the 4th Jan., at No. 1,603, Lucas-place, St. Louis, Missouri, U.S.A., the wife of Ethan A. Hitchcock, late of China, of a daughter.
HOLBERTON.—On the 18th Jan., at Hampton, Middlesex, the wife of Vaughan Holberton, of a daughter.

LOWDER.—On the 8th Dec., at Shanghai, the wife of G. G. Lowder, Imperial Customs, of a son.

McLEAN.—On the 17th Jan., at Villa Massingy, Carabacel, Nice, the wife of N McLean, of a son.

STRONG.—On the 20th Dec., at Tanglin, the wife of Capt. Strong, 1-10th Regiment, of a son.

TURTON.—On the 19th Jan., at Pulham S. Mary Magdalene, Norfolk, the wife of Commander Ralph L. Turton, H.M.S. *Egeria*, China station, of a son.

MARRIAGES.

HILL.—McCLELLAND.—On the 14th Jan., at St. Stephen's Church, Bayswater, by the Rev. William Campbell, assisted by the Rev. Edwin Price, James Henry George, eldest son of the late James Matthew Hill, of Chumparum, Bengal, to Agnes Murdoch, youngest daughter of James McClelland, of 32, Pembroke-square, Bayswater, London.

MURRAY.—INGLIS.—On the 12th Dec., at the Union Church, Hong Kong, by the Rev. James Lamont, Presbyterian Minister, John Murray, surgeon, Army Medical Department, to May Smithers, daughter of John Inglis.

DEATHS.

BRIMFIELD.—On the 19th Jan., at New Cross, Walter Horace Brimfield, R.N., aged 36, after four days' arrival from the Pacific, from impaired constitution contracted on foreign service, deeply lamented.

LAMB.—On the 19th Jan., at Muscovy-court, Tower-hill, John Lamb, in his 77th year.

MATLAND.—On the 22nd Dec., at Alexandra House, Cinnamon-gardens, Colombo, Mary, the beloved wife of John Matland, of 32, Pembroke-square, Bayswater, London.

RUSSELL.—On the 18th Jan., at Aberdeen, N.B., James Russell, of Aden, aged 77.

CUSTOMS REPORT ON THE TRADE OF CHINA.

The *Customs Gazette* for the quarter ending September, 1874, supplies the following statistics of the trade at the various ports as compared with the corresponding period in 1873:—

NEWCHWANG.—The tonnage figures, both entered and cleared, are rather higher, being 34,192, against 29,230 for the corresponding period of last year. The imports of cotton goods are higher than in 1873; metals are also in advance, while native sundries are higher. The exports are nearly all higher. The revenue shows a decrease.

CHEFOO.—The tonnage figures, both entered and cleared, show a decrease. The import of cotton goods is lower, as is native sundries and metals. Exports show a considerable falling off as compared with 1873. The revenue is Tls. 72,747.9.9.0, against 68,145.2.0.8 in 1873.

TIENTSIN.—The tonnage figures, both entered and cleared, are rather higher. The imports of cotton goods have increased considerably; those of native sundries are also in advance. The exports are lower. The revenue figures are Tls. 118,354.5.8.4, against 112,785.0.1.2 for the corresponding period of last year.

HANKOW.—The tonnage figures, both entered and cleared, are higher than in 1873. The import of cotton goods is slightly lower, as are also metals and native sundries. The exports are nearly all lower. The revenue figures are, Tls. 569,042.1.7.8, against 523,203.8.8.8 last year.

KIUKIANG.—The tonnage, entered and cleared, has increased. The imports are higher. The exports have gone up. The revenue figures are, Tls. 275,354.9.5.2, against 183,014.2.0.9.

CHINKIANG.—The tonnage figures, both entered and cleared, are higher. The imports of cotton goods show an increase; metals and native sundries are also higher. The exports are nearly all higher. The revenue figures are Tls. 58,956.7.2.4, against 45,046.7.6.7 in 1873.

SHANGHAI.—The tonnage this quarter, both entered and cleared, is rather higher than in the corresponding period of last year. The imports of cotton goods, metals, and native sundries nearly all show an increase. The exports are nearly all higher than in 1873. The revenue figures have increased, being Tls. 940,487.7.3.3, against 843,847.4.7.7 last year.

NINGPO.—The tonnage, both entered and cleared, have both slightly increased. The imports of cotton goods, metals, and native sundries are all lower than in 1873. There is no material change in the export figures. The revenue is Tls. 320,185.5.1.5, against 290,437.3.6.4.

FOOCHOW.—The tonnage figures entered are lower than in 1873, cleared 56,092, against 53,827 last year. The imports of cotton goods and metals are lower; native sundries have slightly increased. The exports are lower than last year, as is the revenue, the figures being Tls. 828,659.1.1.5, against 847,344.9.8.7 for the corresponding period last year.

TAMSUI (FORMOSA).—The tonnage figures, both entered and cleared, are lower. The imports are about equal. The exports are lower than in 1873. The revenue figures are Tls. 36,528.0.0.9, against 47,524.4.2.4 last year.

TAKOW (FORMOSA).—The tonnage figures are higher. The imports are lower than last year. The exports have increased. The revenue is in excess of last year.

AMOY.—The tonnage figures, entered and cleared, are higher. The imports are less than in 1873. The exports are in advance. The revenue figures are, Tls. 163,661.4.3.1, against 151,691.6.7.4 last year.

SWATOW.—The tonnage is higher. The imports are slightly altered, also the exports. The figures of the revenue are, Tls. 169,734.6.4.5, against 158,769.8.5.5 last year.

CANTON.—The tonnage figures, entered and cleared, are less than in 1873. The imports are also lower. The exports are not altered to any extent. The revenue is Tls. 264,731.9.2.3, against 329,932.2.8.0 for the same period last year.

Miscellaneous.

THE WESTERN CHINA ROUTE.

At a meeting of the Council of the Wakefield Chamber of Commerce, held on the 13th inst., the President (Mr. W. H. Lee) called attention to the unceasing efforts the manufacturing and merchant interests of the United Kingdom had made since 1859, by memorials to Her Majesty's Ministers, to obtain from the Government of India the opening of the short land route from Rangoon across British Burmah, to the Burman Shan States of Kiang-Tung and Kiang-Hung, and the adjoining south-west frontier of China; whereon, the present position of that project for opening such promising and greatly needed new markets to British commercial enterprise having been considered, the following resolutions were duly proposed, seconded, and unanimously passed:—

"That it unfortunately resulted from Lord Salisbury's retirement from office in the face of the important fact that, in obedience to his order, the survey of half the route, to the extent of 250 miles, had been accomplished and reported of most satisfactorily.

"That during the seven years which have since passed, European and American States have been systematically and actively advancing, in different directions, for commercial objects, towards various parts of China; seeing which, the Chambers of Commerce of the United Kingdom have continued to appeal more and more earnestly to Her Majesty's Ministers in favour of the short and comparatively easy route to Kiang-Hung.

"That the hitherto adverse course of the Government of India, unduly influenced and 'almost forced' by the 'repeated solicitations' of its military agent and sub-agent in British Burmah and Burmah proper, and supported by the Council of India, composed of retired members of the Indian services, precludes confidence being placed by this Chamber in a loyal observance by the authorities at Calcutta of his lordship's renewed sanction of the survey; unless, in exercise of the supreme authority vested in him, his lordship shall have seen fit to require its prompt completion, from the point on the right bank of the Salween river where the survey of 1867 stopped.

"That this Chamber would at the same time respectfully impress upon the Marquis of Salisbury that it can feel no objection to the survey or exploration by the Government of India of any other routes between India and China, whether prompted by political, military, scientific, or Indian commercial considerations; all that is sought on behalf of the manufacturers and merchants of the United Kingdom being that their goods for the west of China shall not be subject to the lengthened period of transit and to the greatly increased charges for freight, insurances, transshipments, and agencies by the way.

"That this Chamber would take this opportunity to express their respectful acknowledgments to his Lordship for having broken through, as they trust he will continue to do on the occurrence of further vacancies, the impolitic mode—injurious alike to the best interests of England and India—of forming the Council of India exclusively of retired and pensioned members of the Indian services, to the prejudice of the general commercial development of that extensive possession, of freedom of trade between it and the United Kingdom."

The Leeds Chamber of Commerce, at their meeting held on the 20th inst., had the following notice:—That the subject of a route from Rangoon to Western China, proposed fourteen years ago by Captain Sprye, and in favour of which about six memorials have been sent up by this Chamber, has again had its attention, and a memorial has been sent to Lord Salisbury, urging the completion of the survey of the route. If practicable, the sooner it is opened up, and the sooner a market of almost incalculable capacity may be opened for our manufactures, and if impracticable, the sooner it is demonstrated to be so, the better. On all accounts it is desirable to finish the survey, and your council has the satisfaction of having received a favourable reply from his lordship. The matter, however, must not rest, and your council trusts our Parliamentary representatives will not fail to take note of the position of this subject from time to time.

THE PRESBYTERIAN MISSION TO THE FAR EAST.

At the last meeting of the English Presbyterian Mission held in the College-hall, Queen's-square, the Clerk read a letter from the Rev. Mr. Dale, resigning his charge at Singapore on account of the serious illness of his wife, who was ordered to England. He stated that he much regretted this step, but was compelled to do so; but that he intended to remain until a successor was appointed, which he hoped would be by the end of April of this year. A letter was also read from the congregation, in which a committee was named to obtain a suitable successor to Mr. Dale. The Rev. Dr. Fraser moved that Mr. Dale's resignation be accepted, and that his connection with the Presbytery continue till end of April. Dr. Fraser bore testimony to what Mr. Dale had done, and his prospects for the future. This was seconded by Mr. H. M. Matheson, and agreed to.

The Rev. Dr. Dykes reported on behalf of the committee appointed to consider the propriety of the ordination of a catechist in connection with the Singapore Mission, that, taking all the circumstances into consideration, it would be unwise to do so at present.

THE TRANSIT OF VENUS.—Professor Young writes an elaborate statement to the New York *Semi-Weekly Times* describing the voyage to Peking of the scientific parties sent out by the United States Government to observe the coming transit of Venus. The letter states:—We left San Francisco on the 23rd of July and landed at Yokohama on the 23rd of August, in the midst of a gale of wind, which proved to be the edge of a typhoon by which Nagasaki had been devastated the preceding night. With this exception the weather during the whole voyage was either fine, or at the worst a little showery, and the smoothness of the water was a continual and very gratifying surprise to one whose ideas of sea-going had been derived from a little experience on the Atlantic.

The loneliness of this sea is striking. From the time of leaving the coast of California until we entered the Bay of Yeddo we did not see a single sail, nor any living thing except a whale or two, with occasional schools of flying-fish and porpoises, and always the patient gulls which followed us quite across the ocean. But the ship herself deserves a good word, for the most experienced voyagers among us agreed that we never found a vessel so comfortable, so well provided, and so well managed. Poor old *Alaska*! A week or so after we left her she broke her shaft, on her way down to Hong Kong, and while lying in the harbour there, repaired and nearly ready to sail, she was caught by the typhoon of September and driven ashore upon the rocks, from which she is hardly likely to get off. After visiting the various ports we left for Peking, where we found Admiral Pennock expecting our arrival, and zealous to do everything in his power to facilitate our object. We sailed on the 3rd of September, and after a very pleasant passage reached Tientsin on the 9th. We went up the river from Tientsin to Tung Chon in the usual manner—on small house-boats—and from the latter place completed our long journey by a sixteen-mile ride on donkeys, reaching the Imperial City late on Sept. 16, very sore and weary, but grateful and happy over our safe arrival. The instruments for taking the observations have arrived without any accident.

M. GEOFFROY, the French Minister in China, was at Rome a few days ago, and was received in audience by the Pope. He was accompanied by his wife, who brought with her two young Chinamen, her own converts to Christianity, to be presented to his Holiness. M. Geoffroy is believed to have visited Rome in accordance with the Pope's expressed wish. His Holiness desired a conference on Catholic interests in China, and on the means to be adopted to extend Christianity in that country.

THE Toronto Board of Trade have made a request for the reciprocal removal of the duty on teas and coffee and the replacing of the duty on those articles from the United States.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 19.

The *Kieler Zeitung*, which is considered to be the semi-official organ of the Admiralty, publishes the following list of ships of war that are to be put in commission this year:—In April the *Niobe* for a cruise with naval cadets, the *Medusa* and *Roror* for the training of boys, and the *Musquito* for the Mediterranean station. The *Cyclop* will go to China and Japan, the *Tiger* to Wilhelmshaven, as tender to the old wooden line-of-battle ship *Renown*, now used for gunnery practice. In May the gunboats *Drache* and *Delphin* will commence their hydrographical surveys and deep-sea soundings. In June a squadron will be formed for a cruise, in October the *Vineta* will go to Japan with cadets, and the *Comet* to the Mediterranean to relieve the *Meteor*. It is, however, very likely that some more vessels will be sent to the coast of Spain in consequence of the rehabilitation of the Monarchy, in order to reinforce the German squadron, which at present only consists of the *Nautilus* and *Albatros*.

There is now exhibited at the Museum of Trades in this city a very handsome and curious box of lacquered ware, a present from the Government of Japan to Captain Brock, of Hamburg, in appreciation of his humane conduct in saving the lives of a crew of Japanese sailors shipwrecked in those seas. I may here mention that the Museum was last year enriched by a valuable collection of Japanese articles of native workmanship that figured at the Exhibition at Vienna in 1873, presented by Messrs. Shioda and Hiroyama, the Japanese Government Commissioners, among which are some beautiful specimens of lacquered ware, such as are but seldom seen in Europe in such perfection; also a collection of native paper and articles made of paper, as well as their liquid varnish.

Herr von Prschewalsky, a learned Russian who has travelled for three years in China, is now engaged in preparing for publication the result of his experiences, and an account of his travels. It will be a work in three volumes. The first will contain the physical geography of those parts of the country that he visited; the second his meteorological observations, taken four times a day, with a description of the Fauna; and whilst the third volume will be devoted to Botany and the Flora of the country. The maps and plans to illustrate the first part are being prepared in the Imperial Military and Topographical Institution at St. Petersburg. He hopes to be able to publish the first volume in the course of this year, but the whole work is not likely to be completed before the summer of 1877.

COMMERCIAL.

Since the re-opening of the Produce Markets Tea has been steady, but the sales were neither important nor numerous. The imports of last year (reduced to quarter-chests) were as follows:—Black teas 81,091 chests, against 42,375 ditto in 1873 and 43,850 ditto in 1872; and of green 2,213 chests, against 2,158 ditto in 1873 and 3,066 ditto in 1872. At the end of last year our stocks in warehouse consisted of 9,591 chests of black and 1,676 ditto of green. Rice is firmer, and exhibits a tendency to go up, as the stock is low and constantly getting lower from the daily sales, so that the first arrivals are likely to come to a good market. Cassia remains as before the holidays, and there is a good consumptive demand, the quotation being 66 to 67 marks for Lignea, and 110 for Flores. Pepper is in favour at 65 to 66 marks for Singapore and 61 to 62 ditto for Penang. Of Oil of Cassia 40 chests have been sold at fair prices for delivery on arrival. 300 chests of Star Annis, lately to hand, were sold as soon as landed. Gum Damar is in more favour, and rising; 5 chests of Singapore have changed hands.

SHIPPING.

ARRIVALS.—Peter Godeffroy from the South Sea Islands; Metis, from Rangoon.

The thaw has continued ever since my last letter, and the ice has mostly disappeared. The steam ice-breaker mentioned in my last did most efficient service, on one day liberating no less than seven sea-going steamers caught in the ice and embedded therein, who were thus enabled to proceed to their respective destinations without any further delay.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JAN. 13.

To day is a *jour de fête* for General Van Swieten, whose admirers will present him with a golden cup, plenty of compliments, and a dinner into the bargain. His satisfaction must, however, be somewhat embittered by a letter which has been addressed to him by General Van Merlen, and published in the *Vaderland*. The following are the outlines of this epistle. "When you wired," the author says, "the Kraton is ours!" I hoisted the colours, but since I have read all the official documents, pamphlets, &c., about the second expedition, I quite agree with General Knoop that this expedition was only a "half success," and I am disappointed regarding my expectations from such a commander and such a naval and military force. I should not have meddled myself in this paper war if you had not accused all your antagonists of party spirit and want of patriotism. Such accusations are very bad arguments, and they prove nothing. Nobody doubted the bravery of our army or our navy, but we had hoped for more prompt operations. General Van Merlen goes on to detail some of the shortcomings of the Commander-in-Chief, and he concludes as follows:—"You say that the second expedition was a success. Certainly it was, if you were only charged with the capture of the Kraton; in that case you would have done your duty, which after all was not a very difficult one with such brave soldiers." General Van Swieten will not find it less easy to answer this letter than the congratulatory addresses which are forwarded to him.

The statement that General Verspyck had been appointed Commander-in-Chief of the East Indian army—which was given by the leading paper of the Conservative party—has been most positively contradicted. Nevertheless, the *Dagblad* maintains that it is correct.

The Members of the First Chamber met yesterday for the despatch of business. The greatest interest is exhibited about the elucidations which are to be given by Mr. Van Goltstein about the appointment of Mr. Van Lansberge as Governor-General of Java. I hope they will be satisfactory, but I fear such will not be the case. It creates some astonishment that another appointment causes relatively so little noise, though it was quite a surprise. Mr. Hasselman—a Conservative *pur sang*—is made a Member of the Council of State, replacing a thoroughly Liberal Member. This fact affords addition proof at that the policy of Mr. Van Goltstein is a mixture of Conservatism and Liberalism. Whilst we are waiting for the Ministerial elucidations, the following information is given by the *Arnhemse Courant* as to the reasons that led to the dismissal of Mr. Loudon. In the last days of August Mr. Franssen Van de Putte wired to Buitenzorg that the Ministers had asked for their dismissal, and that Mr. Van Goltstein would be appointed Minister of the Colonial Department. Mr. Loudon thereupon wished at once to resign, because he knew that the new Minister had expressed strong disapproval in the Second Chamber of his conduct in the Atchin war. Mr. Van Goltstein, however, wrote a most conciliatory letter to Mr. Loudon, and perhaps this would have had a good effect if the Minister had not sent orders by telegram to stop Mr. Levysohn Norman's commission. As soon as this telegram arrived Mr. Loudon asked for his dismissal. One of our papers—the *Standaard*—now asks if it is not necessary to alter the Java Constitution. This fundamental law dates from a time when there was no telegraphic communication with Java, and it will happen—as has happened now—that a conflict will occur between the Minister and the Governor-General, who according to this law is not obliged to obey the orders of the Minister, if he thinks it necessary to act contrary to them.

I told you in my last that the Minister of the War Department had ordered subaltern officers to be sent to the provinces to enrol young men for the East India Army. This measure has not had the desired effect. There are but very few volunteers, notwithstanding that the bounty is relatively very large.

Within a few weeks a new (English) line of steamers will be opened between Rotterdam and Batavia. Up to this moment no particulars are published.

The society to substitute cremation for interment numbers already 800 members. In some towns sub-societies have been established.

Much noise has been made in the press about the statue of Mr. Thorbecke, since the Minister Heemskerk refused to grant a few feet of ground for the site of the memorial.

AMSTERDAM, JAN. 20.

The last sitting of the First Chamber of the States General before the recess was of great interest to the public. The Colonial Budget was the subject in hand, and it was known that the Minister would give explanations about the resignation of Mr. Loudon. The Minister limited himself to the communication of the mere facts. On the 15th February, 1874, when the Governor-General was informed that the Liberal Cabinet would very soon resign, Mr. Loudon wished at once to resign, but his demand was not granted. The present Ministry, when they came into power, intended to retain him in office. But Mr. Van Goltstein was much disappointed when he opened his career as Minister, on the 27th of August, by a telegram, dated the 23rd, in which Mr. Loudon asked peremptorily for his dismissal, unless Mr. Van Goltstein would retract openly his criticism upon the Governor-General, which he had spoken in the First Chamber, and by which he stated that the Governor-General did not possess his entire confidence. This speech was delivered on the 16th of June, 1873. In answer to this telegram the Minister wrote a confidential letter, in which he demonstrated that, according to his opinion, these words needed not to be retracted, and he assured Mr. Loudon that in the meanwhile he would support his policy in the Chambers. In the month of December, however, the Governor-General asked again for his dismissal, this time unconditionally. This proceeding was called forth by the measure of the Minister, by which the mission of Mr. Levysohn Norman, who was charged to arrange for the conversion of communal property into individual estates, was stopped. Mr. Loudon wired, "My honour and my duty alike forbid me to work with your Excellency. Our opinions about the exercising and maintaining of our authority differ so much that it is impossible to come to any agree-

ment." The two leading members of the Liberal party stated their sincere regret that Mr. Loudon had been obliged to take this extreme measure, but they considered that he had acted properly, inasmuch that the Minister had weakened the prestige of the highest functionary in our Colonies. Upon the Budget no further debate of importance took place, and it was approved of unanimously. The Minister of the War department had a hard task to defend his Chapter, in consequence of the very large sum which he requires. The Budget of the Naval department was carried by twenty-four against four votes, and contrary to the general expectation, it was defended most eloquently by the Minister, who made such a miserable figure in the Second Chamber.

Last Wednesday an extraordinary ceremony took place here in the public park. Three hundred and fifty persons had contributed to a fund in order to present General Van Swieten with a gold cup, and about one hundred were present to attend this *fête*. At half past four the General arrived, and was addressed by Mr. Gleichman, well known in financial circles. He made some excuses that the number of those who had contributed in behalf of this fund was so small; but he said no appeal had been made to the public, and his admirers would avoid fuss. If such an appeal had been made the number of subscribers would have been much larger. After this somewhat hazardous supposition, he recalled all that had been done by the General. Then the *cadeau* was handed to the General, who declared that he could not find words sufficient to thank the givers. This of course was comprehensible, but it was less clear when he spoke of his "conquering Sumatra." He further communicated the surprising fact that we are now busy erecting in Atchin a pharos, from which he concluded that when the entrance to the Malacca Straits has been made safe, people will see—of course by means of the light in the lighthouse—that Holland is still first among civilised nations. The *fête* concluded with a dinner. The Liberal papers have given the toasts in full, and those of your readers who are fond of reading agreeable nonsense I recommend to buy the *Handelsblad*. This paper and the *Nieuwe Rotterdamse Courant* are still the thick and thin supporters of the Government policy in Atchin, but many influential Liberal papers have deserted to the camp of its opponents.

A very extended section report has been published about the Bill for the construction of railways in Java. A considerable number of the members of the Second Chamber pleaded for the system of their construction being undertaken by the State. Others, however, object to this course, and are in favour of the construction of the new lines by private enterprise. There has been also much difference of opinion about the question whether the State should manage the traffic. A mass of questions was addressed to the Minister, to which Mr. Van Goltstein answered most unreservedly. He supported most warmly the principle of constructing the line on account of the State, which also ought to manage the traffic. The Netherlands India Railway Company has forwarded an address to the Government, pleading the necessity of altering the conditions upon which concessions are granted for the construction of the lines.

I regret to record the death of Mr. W. J. Tonekens. Since 1849 he had been a member of the First Chamber of the States-General.

Mr. J. L. H. A. Baron Gericke van Herwynen, our Minister for Foreign Affairs in the last Liberal Cabinet, has been appointed Ambassador at the Court of Brussels.

On the 8th of February a festival will take place at Leyden, to commemorate the three hundredth anniversary of the University. Several professors are invited to attend this ceremony, and amongst them are Mr. J. E. B. Mayor, from Cambridge, Mr. J. Heywood, from London, Messrs. J. Pentland Mahaffy and R. Atkinson, from Dublin.

As a curiosity I may mention that at a recent meeting of members of the Peace Society a proposal was made in sober earnest to establish a Society to Promote the Welfare of the Atchinese. It was urged that missionaries should be sent out in order to spread civilisation amongst the natives. *Risum teneatis, amici!*

The news that the Rev. Mr. Segers has accepted the proposal to become a professor at the Seminary of Batavia has been officially contradicted.

Some days ago the police arrested a large gang of coiners. There is much false coin in circulation.

SHIPPING.

ARRIVALS.—Jan. 14, at Brouwershaven, from Batavia, Triton; Nederland; from Macassar, Vrachtzoeker; at Texel, from Batavia, Sourabaya Packet; at Flushing, from Samarang, Copernicus; Jan. 15, at Texel, from Samarang, Helena and Henriette; at Holvoet, from Batavia, G. H. Betz; at Brouwershaven, from Batavia, Æolus; Jan. 17, at Texel, from Batavia, Nicolaas Witsen, Bestevaar.

PASSENGERS OUTWARD.—To Java, per steamer Koning der Nederlanden: Messrs. L. C. Koster, J. Luytjes, R. W. G. van Pabst van Bingen, A. van Schermbeek, A. J. van Marle, J. W. de Villeneuve, W. W. C. Broderode, Last, A. Barge, Bonemeijer, Mrs. A. P. Meeussen van Viegen, Miss M. M. Heydenreich, Messrs. H. N. Grobbée, E. J. F. Tack, Sythoff, A. van Haarte, F. Hutscher, R. E. Batten, Miss J. M. Batten, Miss A. A. Beets, Mrs. Holtzapffel, Miss A. Gersen, Messrs. P. F. H. Volcke, J. Milder, J. C. Ulfers, J. C. Palm, H. L. Veerkam, J. C. Schaffer, C. J. Schotel, J. Wilhelmus, G. van der Swaagh, J. L. P. Lapra, A. A. Lammers, K. J. Prakken, P. Elenbaas, P. Dorland, J. Paaman, J. B. Lont, Voemaer, E. E. P. van der Meersch, C. de Munnik, A. J. Kerkhoff, J. Buys, A. E. de Bourbon, C. Boon, J. de Leeuw, C. H. J. Kampmeijer, J. Jongkees, J. C. T. Kroon, H. J. v. Spanje.

To Java, per steamer Madura: Messrs. R. H. F. A. Kempers, Leon Dezentje, B. A. Hildebrandt, G. H. Klosser, H. Prins, J. B. H. A. Wolff, D. J. Caminha, N. Rijnbende, D. A. Detmar, V. Kobler, C. G. Wemmerslager, C. Weintraub, A. Van Moerkerken, J. C. Parijs, J. C. G. Keede-meijer, J. D. L. Roque, A. Schneider, L. Prochnitz, J. Maclean Pont, W. Staal, H. Van Rijkervorsel, P. S. A. Van Dura, Sjoerd v. d. Wielen, L. Storck, J. H. Van Baar Slangenburgh, J. D. P. Soeterik, T. J. J. Feirer, J. M. E. Kunert, L. en T. Karthaus, Max von Eckenstein, Mrs. E. Van Brunchorst, Miss J. T. de Vos, Miss A. Orree, Mrs. A. H. Wolff, Swarthoff Kok, Mrs. A. N. H. de Vogel, Miss Wanting, Miss Frantzen, Miss Alberti, Miss Bausch.

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JAMES WEST, PUBLISHER,
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The London & China Telegraph.

LONDON: MONDAY, JAN. 25, 1875.

THE KELUNG COAL MINES.

In the second part of his Report on the Foreign Trade of Tamsuy and Kelung for the year 1873, H.M.'s Acting Vice-Consul furnishes a translation from the annals of the sub-prefecture, published under the direct authority of the Chinese Government, which gives some noteworthy details respecting the history of the opening of these mines. More than a century ago, we find, "the inhabitants used to dig into the ground, and sell the materials excavated to make embankments for their fields, but as the excavations became more extensive, it was feared that the pulse of the dragon (geomantic influences) would be injured," and further operations were prohibited. From this time, about the end of the last century, there is a gap, it seems, in the official history of the mines until we come to 1847. From other sources it is known that in that year a British officer visited the mines, and reported that no difficulty was experienced by the natives in working them. In that year, however, and not improbably in consequence of the visit in question, "a further prohibition was put out, and in 1850 an application from the British Minister, requesting that the mines might be worked, was refused. In 1865 the Foochow Commissioner of Customs proposed that foreigners should lease the mines," and that year again a prohibitory notice was issued, at the instance of the sub-Prefect, gentry, and people. These coincidences are odd, and there can be no doubt that Mr. H. J. ALLEN is right in considering that, at any rate in late years, the superstitious objections of the people were directed solely against foreigners. Early in 1870, however, the shoe began to pinch at home, and the Chinese authorities wanted coal for their own purposes; and in consequence the Governor-General ordered inquiries "into the feasibility of opening the mines at Kelung, having due regard to the wishes and susceptibilities of the inhabitants." Three Chinese officials accordingly visited the district and made the required investigation, the result being that "in the 8th and 9th the prohibition as to working the mines was removed." It is, of course, sufficiently well-known that the prohibitions above mentioned were to a great extent a mere *fagon de parler*, and, as Mr. ALLEN observes in his comments on the matter, it is curious that the Commissioners sent to open the mines should have found that ninety-two mines had already been opened, for it shows that the people had overcome their fears of injury to geomantic influences. In removing the official prohibitions against coal-mining the Commissioners were careful to impose certain restrictions, probably intended to guard against exploitation by foreigners, for they directed that "there being sixty-nine mines now open . . . within a tract extending twenty *li* from north to south, and five or six *li* from east to west, no others shall be opened." Jealousy of foreigners and foreign interference is very apparent in the rule which they made that "the lessees of the mines, who shall be natives of the place, and shall have their families' houses and tombs here, shall guarantee each other, when they shall receive licences; but from this all those in the employ of foreigners shall be excluded." Again, it was ordained that "purchases shall be made through certain hong, which shall be subject to official inspection and supervision, and that whoever

"refuses to deal through these hong, but buy and ship coal from the pit's mouth, shall be deemed guilty of a breach of agreement;" and he would no doubt find the consequences of disobedience to be of a very unpleasant nature. Now that the Chinese are beginning to feel the urgent want of coal for their own arsenals, steamers, &c., it may be hoped that more liberal counsels will soon prevail with the high provincial authorities, and that before long it will not fall to the lot of a Consular officer to be obliged to state, as Mr. BABER was, in reviewing the trade of Tamsuy during the year 1872, that "coal-working at Kelung is little more than a scratching of the surface in a few places, and that the real coal-beds may be looked upon as practically untouched." It is high time that this coal-field should be more fully developed by the aid of foreign capital and science, for it has been clearly shown that the coal is of a very fair quality for steaming purposes, and would be better if the pits were only properly worked, and even as matters now stand, it is stated that for household purposes it has no superior. To encourage production, and in the interests of commerce generally, the present absurdly high duty on native coal ought to be very considerably lowered; and on this point Mr. ALLEN thinks, and rightly too, that it is a pity that the reduction in Customs' duties from four candareens to five cash a picul, which was suggested in the Convention which Sir RUTHERFORD ALCOCK negotiated could not come into force. The present rate of taxation, he adds, is, as cannot be too often pointed out, far too onerous. Perhaps when, with the aid and assistance of foreigners, LI HUNG-CHANG has got the Chihli mines into working order, the Chinese Government will see the necessity for reform and liberality in the matters to which we have alluded, and in the meantime Her MAJESTY'S Minister at Peking ought never to lose an opportunity of urging the subject on their serious consideration.

MANCHURIA AND KOREA.

In the discussions which have taken place with regard to the development of trade in the Far East, Manchuria and Korea have been almost, if not entirely, overlooked, and H.M.'s Acting Consul at Newchwang has done good service to the interests of commerce by directing public attention in his Trade Report to these localities, with which it may be hoped that before very long an important business will be done. In Mr. A. S. HARVEY's opinion the attainment of this very desirable end will be materially hastened by the occurrence of two events in 1873,—the one being the establishment of a line of steamers connecting the Amoor, Port May, and Passiette with the Treaty ports of China, and the other a revolution in Korea, by which the usurping Regent, who set his face against all foreign intercourse, was deposed in favour of the young King, on whom better influences had been brought to bear. Mr. HARVEY is undoubtedly right in stating that "the more rapidly the Russian Settlements on the Eastern coast become wealthy and populous, the sooner will Manchuria become a participator in the benefits of progress," for the Russians are not likely to allow the obstructive policy of the Peking Government to stand in their way, when it suits their purpose to turn the resources of Manchuria to profitable account. Again, in Korea the King has shown signs that he is not hostile to the admission of foreigners, or to the exchange of treaties with the nations of the West. It is, therefore, highly probable that, as Mr. HARVEY observes, the day is nearer when the country will be thrown open to foreign trade, and when this takes place, the advantages which will accrue to Southern Manchuria are sufficiently obvious. The position which that district occupies with regard to China, Korea, and Japan, is a very important one, especially when we consider that the southern portion of its seaboard is open to navigation all the year round; and it possesses two additional attractions in its great mineral wealth and the salubrity of its climate. On the latter subject Mr. HARVEY evidently entertains a very decided opinion, for, judging from his own personal experience, he considers that Europeans would enjoy as much vigour there as at home, whilst the beauty of the scenery along the ranges of the hills and the charm of sunny days and cloudless skies would make their banishment more easy to be borne. We commend this subject

to the notice of Her MAJESTY'S Minister at Peking, and we would point out that his newly-acquired influence with the Chinese Government would be turned to good account, and he would besides earn for himself the gratitude of a large section of the commercial world, if, after persuading the Chinese to dredge the Woosung Bar, abolish the *lekin* tax, and settle a few other outstanding matters, he were to induce them to consent, without any further ado, to the complete opening of Manchuria and Korea to foreign trade.

THE TROUBLES IN SIAM.

THE news of disturbances in Siam, announced by a telegram from Singapore, given in another column, comes upon us like a thunderclap in a cloudless sky. Nothing definite is or can be known in this country at present as to the origin of the quarrel between the Major and Subordinate King. An attempt for some reason or other was made to arrest the Second King, and he fled for refuge into the premises of the British Consulate, some two miles distant from his own palace. There for the present His Majesty may safely remain, without fear of molestation. It is further announced that the Second King has declined to appeal to arms, and has disbanded his forces, and it has been assumed by at least one of our contemporaries that the Second King has a large number of troops at his disposal, and is even in some sense "the Commander-in-Chief" of Siam. This is an error; as far as trained soldiers are concerned the Second King could probably muster about 2,000 men, or rather just so many as make up the body guard who protect his person and palace. Those of our readers who have any personal recollections of Siam will probably remember that the Second King, as Prince GEORGE, is a young man, now thirty-four years of age or thereabouts, tall in stature, but mild and timid in his disposition. He is the last person of those in authority in Siam to have knowingly involved himself in a struggle or feud with the Major Monarch. Some quarrel or other there evidently is, and it is probable, therefore, that it has been forced upon the Second King. There will be no bloodshed. This we feel great confidence in predicting, from what we know already of the gentle temper of the Siamese, and because there are in Bangkok many men of intelligence and education who will have influence enough to prevent any serious riots. If we ventured on any conjecture at all we should say the quarrel is a private one between the two kings, some squabble about the relations between the two Royal families, not an outbreak dividing the nation into two hostile camps or of serious consequence to the people at large.

THE appointment of Mr. W. HANDYSIDE TAPP as Registrar of Shipping at Shanghai is gazetted. We believe that Mr. TAPP will proceed to his post by the last mail in February. The first representation on the subject of appointing a registrar was made to H.M. Government in 1867, by Mr. TAPP, through Mr. Consul WINCHESTER. The Chairman of the Chamber of Commerce also wrote on the 17th of March, 1873, as follows:—"I am informed that the question has already been laid before the Foreign-office in a despatch from Sir RUTHERFORD ALCOCK to Lord CLARENDON, dated 21st of November, 1869, which enclosed a joint communication on the same subject from Sir EDMUND HORNBY, Chief Judge of the Supreme Court for China and Japan, and Mr. MEDHURST, H.M. Consul, and it is understood that the representations made by those gentlemen were in favour of the proposal which this Chamber desires now to advocate."

MR. CHEN LAISUN, for many years connected with the foreign trade of Shanghai, and who was engaged by SHEN PAOU CHUN—one of the foremost Chinese officials—to superintend the education of Chinese youths in America, has come to this country, for the purpose of ascertaining the working of our various schools. He has at present about ninety pupils in Massachusetts and Connecticut, and it is quite probable that he will induce the Chinese to make a trial of England. Mr. LAISUN has been assisted in his examination of the schools about London by Mr. THOMAS HANBURY, formerly of Shanghai.

DR. BUSHELL, who has been for some time in England on leave, will return to his post as Physician to the Legation at Peking—which appointment he has held since 1868—by the San Francisco route, accompanied by Mrs. BUSHELL.

ANOTHER meeting of the Anti-Opium Association has been held at the Friends' Meeting-house, in Bishopsgate-street, at which Dr. LEGGE, Mr. HANBURY, CHEN LAISUN, and others spoke.

A DENIAL is given to a rumour which has been current that the French Government was making preparations for despatching a large expedition to Tonking, in Cochin-China.

Literature.

Mr. Edward Herslet, C.B., has supplemented the work on "Commercial Treaties," commenced by his father and continued by himself, with a collection of "Treaties and Tariffs Regulating the Trade between Great Britain and Foreign Nations," and "Extracts of Treaties between Foreign Powers." The first part, relating to the treaties between this country and Austria, is now before us, and it is in every respect a valuable compilation. It is Mr. Herslet's endeavour to show which of our commercial treaties are now in force, and also what treaties affecting commerce have been made between foreign States containing clauses conferring more favourable treatment on their respective subjects, commerce and navigation, than are specially provided for in the English treaties, but the benefits of which concession are or might be enjoyed by British subjects under the "most favoured nation" clauses of the English treaties. The compiler has, in fact, waded through a multitude of volumes, written in a variety of languages, and culled from them the useful portions, which he presents in a convenient and accessible form. Treaties have hitherto been surrounded with an immense amount of mystery, and their provisions have been quite unknown, even by those British subjects residing in foreign countries for whose benefit they were concluded. The volume before us and the successive portions of Mr. Herslet's work will do much to familiarise us with our privileges as British subjects, for a study of it will convey a knowledge of the position of England as regards her commercial engagements with other nations, and will materially assist in the inviolable maintenance of commercial treaties. The work is published by Messrs. Butterworths.

The *China Review* for September and October, 1874, contains three continuations of papers which have appeared in former numbers, viz., Mr. H. A. Giles's "Translation of the Hsi Yuan Lu, or Instructions to Coroners," Mr. C. F. R. Allen's "Tales from the Liao Chai Chi Yi," and Mr. J. G. Kerr's "Benevolent Institutions of Canton." The place of honour is assigned to an interesting article on "Audiences granted by the Emperors of China to Western Envoys," written apparently to disabuse people at home, as well as not a few in China, of the idea that the audience of June 29, 1873, was the first ever granted to European ambassadors. The writer has collected together a considerable amount of information on the subject, beginning with the mission of the Portuguese, Thome Pires, who landed at Canton in 1517, and was kept waiting there for three years. Much as we should like to do it, the space at our disposal precludes the possibility of following the writer through the curious details which he has brought together with much care, respecting missions, the history of which is, we doubt not, a *terra incognita* to a large number of his readers. In concluding his paper he makes an observation, in reference to the last audience in 1873, which the foreign envoys will do well to bear in mind in the future, if they wish these audiences to have any good effect on the Empire at large, where a strict attention to ceremonial observances is everything. Having pointed out that the Purple Pavilion (or Tze-Kuang Ko), where Messrs. Vlangaly, Wade, &c., were received, is only just within the palace grounds, he remarks:—"The Grand Audience Hall is in the centre of the inner quadrangle, where there are fine waiting halls for all ranks; and it is here that our Ministers should have been received, and not in the place of reception for outer tribes and tribute-bearers." This number of the *China Review* also contains a paper on the Noble Art of Self-Defence in China, founded on a brochure printed at Canton, and accompanied by some grotesque woodcuts; and Mr. George E. Stent, whose *Jade Chaplet* we noticed some months ago, contributes the first instalment of a poetical account of Meng Cheng's Journey to the Great Wall, of which we hope to say more on a future occasion. M. Gubler's Report upon the Materia Medica of the Chinese completes a very good number of the Magazine. There is a paucity of "Notes" this time, but the Rev. Joseph Edkins contributes a very interesting one on the Present Aspects of Chinese Philology in Europe.

The Rev. A. Wylie, of Shanghai, has completed, in three books, a second edition of the translation of Professor Herschel's Out-

lines of Astronomy, revised and enlarged. The work must have been a laborious one, and reflects the greatest credit on Mr. Wylie, and we trust will be adequately appreciated by those for whose benefit it is intended. It is by such works that we shall gradually break down the ignorance and arrogance of the Chinese. In the preface Mr. Wylie says:—Chinese characters have been substituted throughout at a considerable expense for the English on the original plates, which have been obligingly furnished by Messrs. Longman and Co., the publishers. This will render the work much more in accordance with native taste and convenience. The engraving of the Chinese characters in London has been kindly superintended by Mr. Thomas Jenner, to whom the writer is greatly indebted for the care and trouble he has taken in the matter. Without such a friend it would have been very difficult to secure the accuracy that may now be relied on. Since the first Chinese edition was published the eminent author of the original work has finished his labour on earth, and it has seemed to the translator peculiarly appropriate that a life spent so greatly to the profit of his fellow-men should not pass without some record being appended to this re-issue of his most popular work among the numerous inhabitants of the middle kingdom. A short memoir has therefore been prefixed, the materials for which have been drawn chiefly from the extended obituary notice in the annual report of the Council of the Royal Astronomical Society, for which the writer is indebted to the kindness of Mr. John Williams, the esteemed Assistant Secretary; some particulars have also been gleaned from the memoir in the *Leisure Hour*, the proprietors of which have liberally permitted the use of their pictorial illustration, and these have been generously presented to the enterprise at the expense of Mr. Jenner. It may impart confidence to know that the whole of the manuscript has been submitted to the revision of Le Shen-lun, the collaborator in the original translation, who is now Professor of Mathematics in Peking College.

MARINE LOSSES IN 1874.

The *Shipping Gazette* gives a review of the most prominent occurrences relating to steam navigation during the past year. In the first place, there was a large falling off in the emigration trade to America, in consequence of the financial difficulties in the United States and the diminished demand for labour. This decline in the passenger trade has been aggravated by a severe competition between the steam navigation companies. Freight has been lower, generally, than ever known before, and the attempts made to bring about a better understanding among those directly interested have had no beneficial effect. A decrease in passengers and goods, with lower rates, must have told disastrously on the earnings of the companies; and the high price of fuel and provisions has tended to increase the expenditure. Fortunately, however, the year has closed without any such disastrous shipwrecks as those to which we had occasion to refer in our summary of the 1st of January, 1874. There have been some lamentable losses of life at sea in 1874, but none to equal the calamity which resulted in the stranding of the *Atlantic* (s.) near Halifax, when 586 persons perished. The past year, however, has not been free from losses in the Transatlantic lines. The *Europe* (s.), from Havre for New York, was abandoned, but the four hundred passengers and crew on board were timely rescued. The *Amerique* (s.), from New York for Havre, was also abandoned, but was fallen in with and towed safely into Plymouth. The Court of Admiralty was called upon to award salvage for the recovery of this derelict, and the Judicial Committee of the Privy Council reviewed the judgment of Sir R. J. Phillimore. The *Mississippi* (s.), from Liverpool for New Orleans, got ashore on the coast of Florida, near the Fog Rocks; but, after considerable exertions made to float her, she was eventually got off and taken into Key West. The *Viking* (s.), from Liverpool for Montreal, stranded near Farther Point and filled. The *Trojan* (s.), from Glasgow for St. John, sailed and has not been heard of. These casualties were not, however, so fatal to life as those which occurred in 1873; and, as regards the American trade, there is every prospect of better times for 1875.

The trade with India, the Straits, China, and Japan, through the Suez Canal, received considerable development during the past year, but the increased dues have been felt from the fact that the scale of freight has not corresponded with the heavier imposts. With respect to casualties to vessels in this trade, there were a few reported; but, looking to the large tonnage engaged, the losses were inconsiderable. The *Arcturus* (s.), from Liverpool for Calcutta, grounded on Gindurah Rock, and became a complete wreck; the *Amelia* (s.) was sunk in Lake Timah, after colliding with the *Annie Ainslie* (s.); the *Good Hope* (s.), on her voyage from Calcutta, stranded at Ras Metamer, forty miles from Suez, but was got off; the *Woosung* (s.) was wrecked on the Kolamele Reef, twenty-five miles from Jibbel Teer, and became a total loss; the *Firenze* (s.), of Genoa, stranded seventy-eight miles from Suez; the *Queen Elizabeth* (s.), on her homeward trip from Calcutta to London, got on to the coast of Tarifa, and twenty persons were drowned—the ship broke up and became a complete wreck; the *Calcutta* (s.) was run into by the *Galatea* (s.) in the Hooghly, and was so badly damaged as not to be worth the cost of raising; the *City of Carthage* (s.) grounded on the Ras Shi-ikans Reef, in the Red Sea, but got off after jettisoning a portion of her cargo; the *Dhoolia* (s.) also stranded in the Red Sea, and subsequently floated off; the *Canton* (s.), from Foochoofo for London, was lost on Min Reef; the *Wyberton* (s.), from Southampton for Java, collided with the Spanish steamer *Buena Ventura*, was cut down, and sank about twenty miles from Suez; the *Tenasserim* (s.), from Rangoon for London, stranded five miles north of Ras Hafoon, and became a complete wreck; the *Gordon Castle* (s.), tea laden, from China for London, got on the Birlings,

floated off, then stranded at the Cascaes, but was ultimately got into Lisbon; the *Clive* (s.) got aground at Getettar, but was got off after jettisoning 300 tons of cargo; and the *Ennerdale* (s.), from Liverpool for Bombay, got aground near Ras Gharib, but got off with damage to her hull.

Among the losses also reported in our maritime intelligence were the *Marley Hill* (s.), which stranded on New Year's night on the north shore of Whitehaven; the *Columbine* (s.), near Oosima, Japan; the *Ormesby* (s.), from Cardiff to Constantinople; the *Union* (s.), sunk off Dundee; the *Adelaide* (s.), sunk at the entrance to Glenarm; the *Ellen Constance* (s.), from Porman for Hull, was run into and cut down by the Spanish ironclad *Vittoria*, and three men were drowned; the *John Fenwick* (s.), from Nicolaieff for Altona, was wrecked off Vlie, and ten persons drowned; the *Ravensworth Castle* (s.), from Baltimore for Leith, was wrecked at Craster; the *Woolington* (s.) was lost near Stavanger, and all hand perished; the *Netherton* (s.) stranded near Cape Grienez on a voyage from Newcastle to Boulogne, and was a total loss; the *Relief* (s.) was wrecked near Hirado in Japan; the *Shamrock* (s.) sank in the Humber; the *Cambridge* (s.) foundered in the North Sea, on her passage from Uddewalla for London; the *Enterprise* (s.) stranded off Brouwershaven and became a total wreck; the *Sidra* (s.), from Malta for Newcastle, has not been heard of; the *Sunfoo* (s.) stranded thirty miles from Hong Kong; the *Akola* (s.), from Kustendje for Lynn, went ashore on the Kentish Knock and broke in two; the *Constance* (s.) was abandoned near Paimboeuf; the *Blende* (s.) is supposed to have foundered at sea, between Douglas and Swansea; the *Tacna* (s.) upset off the Pacific Coast, and eight lives were lost; the *Anthony Musgrave* (s.) was wrecked on Unkomas Bar; the *Monte Video* (s.), from the River Plate for Rangoon, was totally lost; the *Osprey* (s.) was damaged and sunk in the ice; the *Cornubia* (s.), from Cardiff to Palermo, was wrecked at Santo Petro; the *Clifford* (s.), from London for Palermo was abandoned at sea; the *Thistle* (s.) was completely wrecked near Helvoet; the *Bordelaise* (s.) sank at Scilly and parted amidships; the *Furness Abbey* (s.), from Swansea for Garston, struck on the South Bishops Rocks and went down; the *Liberia*, African mail steamer, and the *Barton* (s.), from Glasgow for Sicily, were missed about the same time, and there is reason to believe they came into collision about two hundred miles to the S.W. of the Land's End, and both foundered with all hands; the *Anna* (s.), from New York for Rotterdam, sailed and has not been heard of; the *Bonita* (s.), of London, from Brazil, struck off Vigo Islands and filled; the *Manchu* (s.), from Nagasaki for Shanghai, coal laden, foundered in a gale, the coal bunkers having given way when the vessel was in the trough of the sea; the *Wave* (s.), from Sulina for United Kingdom, was run ashore near Muros, to prevent her from foundering, after have struck on a sunken rock; the *Fairholme* (s.), from the Clyde for Limerick, with coals, struck on a rock near Tory Island and disappeared, drowning five hands; the *Nellie* (s.), from Cardiff for Brindisi, foundered in the Bay of Biscay; the whaler *Tay* (s.) got nipped in the ice and sank; the *Hankow* (s.) collided with the *Milbanke* (s.) off Dungeness, and the latter sank, carrying down with her 14 persons; the *Rosedale* (s.) lies sunk in the North Sea, having been in collision with the *Onega* (s.); the *Corinth* (s.), from New York for Liverpool, struck on the rocks near Galley Head and broke up; the *Marion* (s.), with coals, took the ground in going up the Elbe and became a total wreck; the *Camila* (s.), from London for Oporto, which stranded at the entrance to the Douro, had to be blown up; the *Red Sea* (s.), from Cyprus for Liverpool, foundered off the Smalls, after colliding with the *Xema* (s.); the *Lifey*, mail steamer, was wrecked near the River Plate; the *Chusan* (s.), in putting back to the Clyde, was overtaken in the storm, and, in making for Ardrossan got on the Crinan Rock, broke in two, and one half drove in and partly blocked the passage to the harbour; the *Mary* (s.), from Glasgow for Trinidad, broke in two and foundered at sea with loss of three men; the *Viceroy* (s.) left Hull for Cronstadt, and has not been heard of; the *Scorpio* (s.), from Cardiff for Charente, went down in St. George's Channel; the *Warree* (s.), from Liverpool for Africa, was lost on the rocks off Seastress; the *Morena* (s.), from the Brazils for Havre and Antwerp, struck on an island off Rio de Janeiro and filled; the *Olinda* (s.) was wrecked near Pernambuco; the *John Dixon* (s.) was sunk at Malta through a collision with the *Queen Anne* (s.), from Port Said; the *Richmond* (s.), from Sunderland for Burghhead, stranded on Halliman's Skares; the *Annabro* (s.), from Swansea for the Mersey, sprang a leak and foundered off Strumble Head; the *Gomos* (s.), engaged in laying a submarine cable, stranded south of Rio Grande; the *Oliphant* (s.) and the *Lapte* (s.), both laden with sugar, foundered the same day off Keelung; the *Amelia* (s.) was wrecked at Crow Rock; the *Alsaska* (s.) sank at Hong Kong; the *Bayo* (s.) was run into and sunk at Tarifa; the *Leckwith* (s.) stranded on Bilbao Bar; the *Stad Brugge* (s.) of London, from Cronstadt, has not been heard of since leaving Copenhagen; the *Woodlark* (s.) went ashore off Helvoet; the *Mabel* (s.), from Cronstadt, was sunk through a collision; the *Rouen* (s.), from Blythe for Havre, foundered off the Dudgeon, having been in collision with another steamer; the *Tom Bell* (s.), from Galatz for Rotterdam, got on the Monscar Reef; the *Despatch* (s.), from Alexandria for Hull, struck on a rock off Alum-el-room and was wrecked; the *Emma David* (s.), from Kertch for Antwerp, shifted her cargo, capsized, and foundered; the *La Plata* (s.), foundered in the Bay of Biscay and fifty-seven persons were drowned; the *Louise of Lorne* (s.) got ashore off Withernsea; the *Precursor* (s.) foundered forty miles west of Gozo; the *Tyne* (s.), from Shields for London, stranded in Robin Hood's Bay; the *Violent* (s.), of Glasgow, from Nicolaieff, with cargo shifted, foundered thirty miles south of the Lizard; the *Orion* (s.) struck on a rock off North Heligoland, and filled; the *Clifton* (s.), from Algeria, was abandoned in the Bay of Biscay. Among other casualties, the *Affondatore*, ironclad, struck the *Zest* (s.) at Palermo, and made a hole nine feet by eight.

The dreadful loss of life through the fire on board the *Cospatrick*, from London for Auckland, and the sacrifice of over 400 souls, makes the subject of fires of more than usual interest; we therefore give the accidents of this character happening to steamers in 1874. The *Nep-tun* (s.) was damaged; the *Japan* (s.), when at Calcutta, received

damage, as also the Wallachia (s.), at Almeria; the Kilarney (s.) was damaged at Terneuse; the coal bunkers of the County of Sutherland (s.) took fire at Batavia; the Glaucus (s.) at Boston, took fire, and was submerged; the Delambre (s.), from Liverpool for the Brazila, when at Lisbon, had fire in her bunkers; the Borneo (s.), when at Samarang, had to take assistance to cool down the coal; a fire broke out in the hold of the Timsah (s.) at Kurrachee, but was extinguished; the coals on board the Calypso (s.) were on fire at Messina, but the crew succeeded in preventing danger; a fire on board the China (s.) at Hong Kong did very little damage to the vessel; a fire in the hold of the Transit (s.) at Grimsby injured some cargo, but not the hull of the vessel; the Ballina (s.), when in the Clarence Dock, Liverpool, had a fire break out in the fore-castle, but it was soon got under; the Windsor (s.), at Leith, had some woollen goods burnt; the Duke of Lancaster (s.), from Barrow for London, was slightly injured by fire; the Guinevere (s.), at Glasgow, took fire, but the flames were conquered by the floating engines; the Lion (s.), at Pernau, had some bobbins of flax injured by fire; the Yorkshire (s.) from Calcutta for London, put into Algiers with her cargo and coals on fire; the Rothesay Castle (s.) was destroyed by fire at Point du Chin; the bunkers of the Arch Druid (s.), at Bombay, had to be flooded; the coal in the bunkers of the Eastby (s.) in West India Docks, became heated; the Arbitrator (s.), caught fire in Brunswick Dock, Liverpool, but the damage was slight; the Queen (s.), on the Murray, had to be scuttled; the Ravenscraig (s.) succeeded in getting into Lerwick when the fire was growing serious; mats caught fire in the hold of the Mavis (s.) at Taganrog; cotton bales in the main hold of the Ohio (s.), from Philadelphia for Liverpool, were damaged by fire; the Windsor Castle (s.), from London for the Cape, put into Corunna, fire having broken out in the forehold from combustion; the Jeddah (s.), from Sydney for Melbourne, was scuttled in Twofold Bay in order to extinguish the fire; the St. Louis (s.), from New Orleans for Liverpool, had to be put aground at Tybee to extinguish the fire among the cotton; the Linda (s.), from Liverpool for St. John (N.B.), was on fire, and her crew were taken off by the Circassian (s.); the Darien (s.), from New Orleans for Hamburg, had to be put back in consequence of fire; the Black Diamond (s.) had to be scuttled at Belfast by the fire brigade; and the Ontario (s.), from Boston for Liverpool, had some bales of cotton destroyed by fire on the steerage deck.

The old year has not been without its regular average number of explosions. The boiler of the Chrysolite (s.) burst in Penarth Roads, and two men were killed; the Student (s.) put into Lisbon, with her master, chief engineer, and three firemen killed; the boiler of the Little Nell (s.), from Georgetown for Launceston, burst, and eight men were killed; an explosion on board the Tigress (s.), Polar expedition vessel, destroyed twenty-one persons; the boiler of the Curuzu (s.) exploded on the Amazon; the Oriana (s.), from Newcastle for Taganrog, burst her boiler and killed two men; the boiler of the Belisa (s.) burst on the Volga, killing three and wounding thirty-nine persons; the Apollo (s.), coal-laden, from Cardiff to Gibraltar, had her hatches blown off, but got into Falmouth with one man injured; the superheated pipe of the Winsloe (s.) burst, and killed two men, after which the vessel was towed into Falmouth; the Commandant Franchette (s.), from Sunderland for Bordeaux, burst her boiler and scalded two men; the Meuse (s.), from Cardiff for Port Said, put into Algiers through explosion of gas in her bunkers—one man killed, two badly hurt; the Cid (s.) exploded her boiler in leaving Belfast; the Moolgewaukie (s.), of Adelaide, blew up, two men being killed and several injured; one of the valves of H.M.S. Invincible burst, and scalded three men severely; an explosion of gas took place in the fore hold of the J. H. Lorentzen (s.), at Sunderland, but no serious damage was done.

One feature in the steam tonnage for 1874 will be disclosed when the returns are published in the *Mercantile Navy List*, 1875. From the 1st of January to the end of August in 1873 no less than 379,528 tons of steam shipping had been built in the United Kingdom. Down to the end of October in 1874 the tonnage added was 361,713; so that there has been a falling off in the shipbuilding trade. From the number of vessels which have been wrecked, in addition to thirteen now lying in the Thames, Mersey, at Dunkirk, and elsewhere, and have to be recovered, it is evident that the tonnage supply will not equal the demand, if the country is favoured with peace and prosperity. The year just closed has been marked by parliamentary proceedings respecting the gross and register tonnage of steamers, and we shall no doubt hear more of these matters in the coming session.

PUNCH TO THE KING OF SIAM.

FAIR greeting, Courteous Cousin mine. You are the King of Siam, And *Punchius Rex* the mighty, monarch of Fleet-street I am. No need, I'm sure, of further ceremonious introduction, For *Punch* is doubtless known and read with rapture and instruction. As constantly in far Bangkok as 'tis in near Balmoral. I (let us, Cousin, drop, *pro tem.*, the old Imperial plural.) Read with pleasure, whose expression cannot be too *pronounced*, That very friendly letter signed by BHASHAKARAWONGSE (I hope, with all my heart, that I have spelled and scanned precisely The something prolix name of one who turns our tongue so nicely.) Effulgency! your proffer is enlightened as 'tis handsome, And from the courteous Sovereign of a distant Eastern land, some Who think themselves much nearer to the civilised meridian Might take a profitable hint. 'Twould tax an Art Ovidian To sing the metamorphoses these demiurgic Sciences Have wrought with all their wizard spells and wonderful appliances. But Science, Cousin Siam, your true Cosmopolite is; And wide as Nature in its sphere its broad benignant flight is, And, like that often quoted "touch of Nature," kins us truly From here to distant Siam, as from there to farthest Thule. Much sneered at for its prosiness, but with its own Romance, it Has just been watching warily Dame Venus at her transit; And is about to send a stoutly-armed but peaceful legion,

To circumvent the icy guards of the circumpolar region. *Punch* favours undertakings of this brave and blameless genus, And, though he's heard some hints that slippery Sol and tricky Venus (As might have been expected) have been plotting to begot us, And in a maze of merely bogus calculations bog us, Yet, spite of solar shifts, or interlunar plots and pranks, it Is plain that Science means to win at last. KING PUNCHIUS thanks it.

And now, by way, no doubt, of an agreeable variety, The pundits of our Royal Astronomical Society, And other learned bodies, have made up their minds to follow The little game that's coming off 'twixt Dian and Apollo. With Camera, and Spectroscope, and FOUCAULT'S Siderostat, They mean to keep an eye upon the point the pair have crossed at; And solve the secrets,—stiffish stuff for long and learned papers,—Of chromosphere and corona, of spectra, beads, and vapours. *Punch* warmly wishes them good speed. And now, most courteous Cousin

Of Siam, comes your amicable offer—worth a dozen Palavers or State protocols, as genuine links to bind us And put the bad old days of white exclusiveness behind us. *Punch* promptly drinks your royal health in a stoup of right good Stingo,

And though our people may not understand each other's lingo So well as we might wish perhaps, yet genuine love and liquor Are of no land or lexicon. It makes the blood run quicker To think that Saxons may *drink hael* as far as far Chinese land, With such a brick as you must be, Lord of the Siamese land! *Punch* wishes his observatory (fixed so much farther west Than Bangkok's latitude) allowed *himself* to be your guest: But he must keep his perch, although with sympathies sporadic, For Nature's Nobs (*you'll* understand), must not be too nomadic. No doubt, in that particular, we are but brother yokemen, Yet be assured that Britons, through their very first of spokesmen, Return you hearty thanks. Accept? By Jove, they'd better do it, Or certain swells shall hear of it. Good DE LA RUE would rue it If such a chance were slighted, and 'twould be a trifle comical If asinine punctilio ruled in matters astronomical. But *Punch* has not the slightest doubt the Royal men of Science Will be but too delighted to remit a prompt compliance.

Legal.

CHARGE AGAINST A MERCHANT.

Johann Frederick Heindrick Trautmann, carrying on business in Great St. Helen's, late of Shanghai, appeared before the Lord Mayor on the 21st inst. upon a summons which charged him, under one of the sections of the Debtors Act, with having obtained goods upon credit from Messrs. Burkett and Co., by false and fraudulent pretences, in connection with an American railway called the Illinois, Missouri, and Texas Railway. Mr. Besley opened the case at some length. The learned counsel stated that in the year 1871 the railway in question appeared to be in difficulties, and they mortgaged all their property for the purpose of raising a sum of £300,000 to go on with the works of the railway, and it was proposed to raise this sum by the issuing of 1,500 bonds for £200 each, and the bonds were to bear interest at the rate of 7 per cent. per annum, payable half-yearly in January and July. The attorney or agent for the railway in England was a Mr. Herrington, and it appeared that the defendant had entered into a contract with this gentleman for the purchase of the whole of the bonds at seventy-five discount, or at the price of £125 for each bond. The defendant was then represented to have applied to the committee of the Stock Exchange for a settling day for the bonds, and a prospectus was issued, in which it was represented that sixteen miles of the railway were actually opened, that there was a thriving Dutch and German population living close to it, and that there was also a large quantity of lead and iron ore ready for carriage upon the railway. A map and picture of the railway of a very flattering kind was also published with the prospectus, and it was represented that the bonds were issued for the purpose of completing the railway. The next step that appeared to have been taken by the defendants was to apply to the committee of the Stock Exchange for a settling-day to be named for the shares, and according to the rules of the Stock Exchange in this respect, with reference to dealings in foreign bonds, it was necessary that proof should be given that a certain number of the bonds had been dealt in and subscribed for by the public in some other way, and the defendant wrote to Mr. Slaughter, the secretary of the Stock Exchange, asking for a settling-day to be named, and representing that 700 shares had actually been placed at their full nominal value among his own friends. Before a settling-day could be named it was necessary that an actual bargain in the bonds should take place upon the Stock Exchange, and it was alleged that by some arrangement made by the defendant one or more bonds were sold, and eventually a settling-day was named, and the bonds were quoted in the official list at the price of 140 to 160 per bond. When this had been done the defendant appeared to have applied to the prosecutors and represented that he was largely engaged in shipping shirtings and similar goods to China, and he proposed to make an arrangement for the purchase of 200,000 pieces of shirtings, and it was eventually arranged that the goods supplied by the prosecutors should be paid for by one-third in bonds of the railway, and two-thirds in cash, and he at the same time said that the railway was likely eventually to turn out a great success, but that his firm had invested more money in the undertaking than they ought to have done, and that their capital was locked up for the moment, and this was the reason why he proposed to pay partly in bonds for the goods that he was purchasing from the prosecutors. Under this agreement the prosecutors seemed to have supplied a very large quantity of goods to the defendant, and they were paid for in the way proposed, namely, one-

third of the amount in bonds and the remainder in cash. Things went on in this way until last year, when it appeared that the Hong Kong and Shanghai Banking Company, who had advanced money upon the security of some of the bonds that had been deposited with them as collateral security, felt it to be their duty to send an agent to see the real position of the railway, and according to his report the representation that sixteen miles of the railway were actually opened was not true, and the condition of the undertaking was very unsatisfactory. This report was brought to the knowledge of the prosecutor, and he in consequence refused to accept any more of the bonds in part payment of his goods, and from further information he received the present charge was preferred against the defendant.

M. Jacob Burkett, the prosecutor, was examined, and he proved the transactions he had entered into with the defendant, and which went to corroborate the above statement. It appeared in the course of his examination, however, that very shortly after the contract for the delivery of the goods had been entered into with the defendant he received a letter from him, in which he stated that he was acting in the matter on behalf of the company, but he said that he did not at the time take notice of the fact. Before the examination in chief of the defendant was concluded the summons was adjourned, and the defendant was permitted to depart upon his entering into his own recognisances in £100 to appear at the next examination.

SALVAGE CASE.—THE "KROONPRINS DER NEDERLANDEN."—On the 20th inst. a case came before the Court of Admiralty having reference to salvage services rendered to the Dutch steamer *Kroonprins der Nederlanden*. It appeared that on the morning of the 7th of May, 1873, the *Calliope*, a screw steamship of 1,124 tons, and bound from Newcastle-on-Tyne for Alexandria, with coals, was in the Mediterranean Sea, off Cape Rosa, when signals of distress were observed from the Dutch steamer, which was bound for Java, with passengers and troops—150 in all—and a general cargo. Her engines had broken down. The *Calliope* took her in tow, and after a somewhat difficult towage, during which the *Calliope* received damage to the extent of about £1,300, she succeeded in getting the other ship into Valletta Harbour. The value of the property saved was about £150,000. The Court awarded the sum of £4,000, with costs.

THE EUROPEAN ASSURANCE SOCIETY.—The Right Hon. Sir W. M. James, one of Her Majesty's Lords Justices of Appeal, has consented to act as interim arbitrator of the European Assurance Society Arbitration.

Naval and Military.

It seems a trifle strange (writes a correspondent) that nearly every Navy List that has been published lately has understated the number of medical officers who have resigned. This past quarter only one is shown as having thrown up his commission, but I am told that the late surgeon of the *Cadmus*, recently serving in China, was granted permission to resign on the paying off of that vessel. There is, however, nothing in the Navy List to confirm this, but on the contrary, the name of the officer still figures on the active list. If this is done purposely it is a move unworthy of so large a department. I think we may put it down to the usual want of correctness.

The *Undaunted*, 31, wooden frigate, 4,020 (3,039) tons, 2,503 (600) horse-power, fitting out at Sheerness as flag-ship for Rear-Admiral Macdonald, the new commander-in-chief for the East India station, is fast progressing towards completion. As the *Undaunted's* service will be in a hot climate, great attention has been paid to the system of ventilation on board.

An order has been issued by the Naval Commander-in-Chief at Devonport, Sir H. Keppel, that any of Her Majesty's ships lying alongside the dockyard shall have a suitable boat hoisted at the davits ready for immediate use in the event of a man falling overboard or other sudden emergency. Such a boat is to be kept exclusively for such service.

Captain Colley, of the 2nd Queen's, who served throughout the China war of 1860, including the taking of the Taku Forts, the actions of August 12 and 14, and September 18 and 21, and the advance on Peking (for which he received a medal with two clasps), is mentioned for promotion to an unattached majority.

Mr. Henry G. Stenbridge, assistant-paymaster of Her Majesty's ship *Invisible*, has been tried by court-martial at Malta on three charges of embezzlement and making false entries in wine accounts. He was found guilty, and sentenced to six months' imprisonment, and to be dismissed Her Majesty's service with disgrace.

Mr. Richard Williams, paymaster, R.N., is the officer selected by Rear-Admiral Reginald Macdonald, the newly-appointed Commander-in-Chief for the East India station, to accompany him as his secretary. Mr. Williams was previously secretary to Vice-Admiral Farquhar, when Commander-in-Chief in the Pacific.

Intelligence has been received of the progress of Vice-Admiral Ryder, the new commander-in-chief on the China station. He left Suez on the 8th ult. in his flagship *Audacious*, reached Aden on the 19th, and was to sail thence for Galle, after having coaled.

The Home-office has under consideration a proposition made by the Admiralty for the employment of police of inland towns as recruiting agents for the Royal Navy. A bounty is to be granted for each eligible boy thus sent afloat if this system should be adopted.

The death of Major E. Ward, of the 107th Regiment, who served in the campaign in China in 1860 with the 15th Punjab Infantry, is announced, at the age of thirty-eight.

Monetary and Commercial.

Tenders for £700,000 in bills on India were received on the 20th inst. at the Bank of England. The amounts allotted were:—To Calcutta, £459,500; Bombay, £210,000; and Madras, £30,500. Tenders on Calcutta and Madras at 1s. 10 3-16d. will receive about 60 per cent., and on Bombay at that price in full. These results show a somewhat increased demand for remittances to the East.

Messrs. Rothschild have issued the prospectus of the new Five per Cent. Brazilian Loan. The amount is £5,000,000, in bonds of £100, £500, and £1,000 each, and the price is 96½ per cent., payable in instalments up to the 2nd November. The first half-yearly coupon is payable on the 1st July next, and the redemption of the loan will be effected by a sinking fund of 1 per cent. per annum, the operations of which will commence on January 1st, 1877. The lists were opened on the 20th inst., and will be closed this day.

We understand that private transactions are taking place in the Chinese Government Loan at 2½ to 3 premium.

The report of the Imperial Bank (Limited) exhibits an available total of £41,074, and recommends the payment of a dividend at the rate of 8 per cent. per annum, free of income-tax, for the half-year, adding £10,000 to the reserve fund.

The directors of the National Bank have declared a dividend of 11 per cent. per annum, or 33s. per share, free of income-tax. The dividend paid this time last year was 10 per cent. per annum, or 30s. per share.

The report of the London and South-Western Bank for the six months ending the 31st Dec. recommends a dividend at the rate of 8 per cent. per annum.

The directors of the London Joint-Stock Bank have issued their report. The net profit amounts to £134,126, and a dividend is recommended at the rate of 15 per cent. per annum, with 10s. 6d. per share bonus, being together equivalent to 11 per cent. for the half-year.

The report of the Eastern Telegraph Company for the six months ending the 30th September last shows an available balance of £99,432. An interim dividend of 1½ per cent. was paid in October last, and a like amount on the 14th inst. The balance to be carried forward is £1,007.

The directors of the New Zealand Trust and Loan Company (Limited) have resolved to declare a dividend of 5s. per share, free of income-tax, being at the rate of 10 per cent. per annum, at the meeting on the 27th inst.

The directors of the Manchester Fire Assurance Company declare a dividend for the half-year ended on the 31st December last of 5 per cent., making, with an interim dividend paid in July last, 10 per cent. per annum, carrying forward £17,000 to the reserved funds.

John Crossley and Sons (Limited) announce a dividend of 10s. per share, making, with that paid in August, a distribution of 16 per cent. per annum. The sum of £15,551 is carried to reserve.

Messrs. Turquand and Harding, the liquidators of Overend, Gurney, and Co. (Limited), have issued a statement of affairs to the 31st December last. A sum of £41,496 13s. 6d. has been realised during the past year from the assets, and a further return made of 10s. per share. These assets have produced £1,515 5s. 3d. in excess of the values put on them, and £3,757 15s. 11d. has been obtained in dividends in respect of items to which it was impossible to attribute any definite value. The payment to the shareholders during the year, with previous returns, makes £3 per share. The sum now in hand is £6,515 6s. 9d., and no period can at present be mentioned when any further return will be made.

Underwriters have increased rates to Australia to 25s. f.p.a.—and 27s. 6d. in tin cases.

It has been announced by the Dutch Indian Railway Company that the repayment at par of the outstanding bonds of the Five per Cent. Loan, 1871, will take place on April 1, 1875, after which date interest will cease. The bonds are payable in Amsterdam at the offices of Messrs. Lipmann, Rosenthal, and Co., and Messrs. Wertheim and Gompertz, and in London at the offices of Messrs. Samuel Montagu and Co.

Bar silver has been sold at 57½d. per oz., the market having slightly receded, but we quote 57½d. per oz. at the close. Mexican dollars have maintained their value, and have been sold at 56½d. per oz.

ARTICLES OF IMPORT.

An important fall in the value of money has not apparently had any beneficial influence upon the Produce Markets, and although several leading articles have undergone some recovery from the previous depression, there is a general want of animation. Tea is in heavy supply, but is fairly firm. Silk continues very quiet. Sugar has been dull, and with some pressure to sell brown East Indian kinds, prices have given way 3d. to 6d. per cwt. The rapid recovery in Coffee has not been sustained at the

close. Rice has become dull, and prices have given way. Sago and Black and White Pepper have further declined; small Nutmegs are 1d. lower. Other Spices unaltered. Cutch, Gambier and Hemp quiet at previous rates; Galls have declined. Other articles continue quiet, without change in prices.

TEA.

There have been heavy supplies offering, with, however, less pressure to sell; in fact, some importers refrain from showing their holdings; and as regards Congou, at 1s. 4d. to 1s. 7d. per lb., they are fully justified, there being room for 1d. to 1½d. per lb. advance, without doing harm to buyers. Dealers must be making large profits on their late purchases, for during the pressure to sell at the opening of the year some cheap teas were secured. The export from all China from 1st June to 14th inst. is 154,750,000 lbs., and we quite expect it will reach to 160,000,000 lbs. by 30th May, this difference being made up of Greens from Shanghai, and Common Scenteds and Taysan Congou from Canton. Looking at the foregoing, the increasing home consumption, and every probability of a large Spring export trade, there is little doubt of a favourable reaction as regards red and black Congou, many classes of which rule at a reasonable figure, and nearly all show loss on cost. There is no improvement in scented Teas; the consumption of Caper, though showing a large total, had sold during the greater part of the season at heavy loss to importers. Oolong is selling at low figures. Green: With advices from New York of a further and decided advance, in some cases as much as 5c. per lb., this market, as regards common lines, shows an improvement of 1c. to 1½c. per lb. from the lowest point of the market, say during December. Medium to fine grades have not participated, as there are large supplies available, with a large amount on the water and close at hand. Indian leaf rules firm, and a good business doing.

Deliveries from London, from 1st to 18th inst. inclusive, or fifteen days of 1875, 8,931,002 lbs., against fifteen days, 1874, 8,830,587 lbs. Imports, deliveries, and stocks in London, from 1st Jan. to 31st Dec.:

Imports.		Deliveries.		Stocks.	
1873.	1874.	1873.	1874.	1873.	1874.
163,409,104	158,007,875	164,311,554	169,529,596	88,619,672	77,808,856

SILK.

The market has been very quiet, business having been checked by the announcement of public sales without reserve; these commenced on the 19th, and are not yet finished. China Silk is most in favour, and rates are well maintained. Canton Silk also commands fair prices. Japans are to a great extent neglected, and those in the sales realise very low prices. Deliveries 1st to 20th inclusive:—China, 2,471 bales; Canton, 240; Japan, 558; total, 3,269 bales.

COCOANUT OIL.—Sales by private contract have been unimportant, and there has been no change in prices, but a good quantity was offered by auction and partly sold. Of 196 casks Ceylon 26 pipes good, tare 19 per cent., sold at £38, and 21 hogsheds, tare 22 to 23 per cent., at £39, the remainder bought in, good to very fine in pipes at £38 to £39, good in puncheons at £38 10s.

CHINA MATTING.—In auction 413 rolls were sold, white at 33s. to 46s., red check 39s. to 49s. 6d. per roll.

CAMPBOR.—Nothing doing.

CUTCH AND GAMBIE are quiet, but previously quoted rates are firmly maintained.

GALLS.—At auction 232 cases China were bought in at 59s., but since partly sold at 56s., and subsequently 179 boxes good partly broken sold at 56s., being a reduction of about 4s. per cwt. since the 7th inst.

HEMP.—The market for Manila has been very quiet, with only moderate sales at about former rates. Privately 160 bales fine Quilout have been sold at £48 to £49. In auction of 1,341 bales about 650 bales sold, good roping at £35 10s. to £35 15s., fine at £37 10s. to £37 15s.

GUMS.—*Benjamin* unchanged. *Copal* firmer and again higher, large trade up to 33s. for fine. *Damar* firm and again higher, fair trade at up to 64s. for fine. *Gamboge* steady; value unchanged.

ISINGLASS.—The monthly public sales embraced 22 cases Penang, only 8 of which were sold. Leaf middling to fair at 2s. 1d. to 3s. 1d.; Pipe, dark to middling at 2s. 3d. to 3s. 3d.; purse 1s. 5d., being barely former rates.

MUSK.—The sales have embraced 54 caddies Tonquin; two-thirds sold at 41s. 6d. to 42s. 6d. for good even well-shaped pods; 18s. to 19s. rough and bally; and 26s. wet pickings. Of 60 caddies Yunnan, half sold; fair at 81s. to 34s., damp and rough 20s. to 25s.; 6 tins grain retired.

OLDS.—Aniseed quiet, small sales only at 8s. 7½d. *Cassia* continues dull and very plentiful; small sales at 4s. 4d. to 4s. 6d. *Nutmegs* quiet; good sold at 8d. *Lemon Grass* firm. *Cinnamon* scarce, and fine still wanted; good sweet sold at 6s. 2d. to 6s. 6d. *Citronelle* is firm; sales afloat at 1 15-16d., spot at same figure. *Lemon Grass* firm, and rather higher.

PEPPER.—*Black* quiet; only moderate trade; sales at 6d. for Singapore, and in sale, fine sold at 6 1-16d.; good 6d.; Penang at 5½d. *White* easier; fair sales at 8½d. down to 8d.; in auction, a few bags fine sold at 8½d.; 200 to 300 bags fair at 7½d. to 8d.

RICE.—The demand has subsided, and prices in all positions have given way about 3d. per cwt. In auction 6,562 bags *Necranie* per Oceana were sold, middling to good at 8s. 6d. to 9s. The private sales on the spot comprise white Bengal, ordinary to good middling at 10s. 6d. to 11s. 6d., old Rangoon at 9s., new ditto at 9s. 6d., and 4,000 mats Japan at 10s. 4½d. For arrival 700 tons new Rarée Ballam, December to February shipment, have been sold at 9s. 9d. to 10s., and several cargoes, including two cargoes of new Burmah for arrival, one of 800 tons at 8s. 9d. if Rangoon, and 8s. 6d. if Necranie, and one of

1,000 tons Rangoon, February-March shipment, at 8s. 10½d. open charter.

RHUBARB.—Market for China steady; of 100 cases offered half sold, good bold selected at 2s. 11d., fair 1s. 5d. to 1s. 6d., low and ordinary 3d. to 9d.

SAGO and TAPIOCA are steady, and prices are firm, without alteration.

SHELLS.—*Mother o' Pearl*: The monthly public sales held on the 12th inst. included, of Manila, 62 cases, only 9 of which were placed at £12 2s. 6d. to £12 5s. per cwt. for fine bold in sorts, being fully the previous value. *Macassar* are very scarce, and high prices would be readily obtainable. *Tortoise*: The auctions presented 13 cases Singapore, which were all but one sold; selected fine mottle of medium and large size at 80s. per lb.; good to fine in sorts on the string at 22s. 6d. to 25s.; ditto with more or less dull or thin intermixed at 18s. to 21s. 6d.; small, 17s.; pickings, good, 15s., being fully the previous value. *Japan Ear Shells*: Of 414 cases, &c., 25 tons loose Silver 330 cases and 6 tons were disposed of at dearer rates, medium and broken at £16 15s. to £20, bold to good bold untrimmed £25 to £35, fine (of new import) at £35 15s. to £37 5s.

SPICES.—*Cinnamon*: Ceylon is steady at unchanged rates. *Cloves*: Penang are scarce and firm; sales at 2s. 2d. to 2s. 2½d. *Mace*: 62 cases Penang, &c., met a steady demand, and 47 cases sold at the former value; middling at 3s. 4d., middling old (30 cases Singapore, import 1873) at 3s. 3d., ordinary dark and low middling at 2s. 7d. to 3s. 1d., pickings at 1s. 10d. to 2s. 1d. per lb. *Nutmegs* are about 1d. per lb. cheaper; 200 cases, &c., sold—7's to 7½'s at 3s. 8d., 11½'s to 105's at 2s. 10d. to 2s. 11d., 125's at 2s. 9d.

SAPANWOOD, STICKLAC, SOY, STAR ANISEEDS.—The market for these articles is without alteration, but little business having been done.

TOBACCO, &c.—Owing to the failure of the American crop last year the prices of American leaf tobacco have advanced to very high figures, but manufacturers seem to be of opinion that, considering the enormous stock of tobacco in this country, the present prices are not justified. At public sale Thursday, 236 bales Japan realised 5½d. to 7½d.; 219 bales ditto country damaged, 5½d. to 7d.; 5 bales repacked, 3½d.; 9 bales sea damaged, 3½d.; 306 bales China fetched 7d. to 8½d.; 158 bales country damaged, 5½d. to 6½d.; 3 bales sea damaged, 3½d.—*Cigars*: 8 cases Manila sold at 4s. 9d. and 5s. 3d.; 1 case ditto sea damaged, 4s. 3d.

STRAW PLAIT.—In auction 275 bales China chiefly sold at £9 7s. 6d. to £25 5s. per bale.

TIN has been dull; a few parcels have been pressed for sale, and as there is not much speculation at present quotations have gone back. The current rates are:—Straits on the spot £93, afloat £92 10s. to £93, Banca £101, Billiton £95 per ton, being 20s. to 30s. decline from last mail's quotations.

WAX shows some decline; at auction of 2,417 cases Japan 1,580 cases sold at a decline of 3s. to 4s., middling yellow saucer at 48s. to 49s. 6d., good thin to fine bold white ditto (of which the bulk consisted) at 50s. to 51s., a few extra bold at 52s., middling yellow cakes 49s. to 50s. 6d., good to fine white bold ditto 51s. to 51s. 6d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 14	Viceroy (s.)	Murdock	Colombo, &c.	London
14	Nederland	True	Shanghai	Do.
14	Nederland	Mahne	Java	Brouwerhaven
14	Lammershagen	Pauls	Batavia	Liverpool
14	Odin	Nilson	Java	Greenock
11	Waterloo	Steevert	Batavia	Texel
12	Ernestine	Do.	Do.	Do.
28	Providencia	Izaurreta	Hong Kong	Callao
Nov 28	Fray Ventos	Zulle	Do.	Do.
	Otac Miho	Gattiech	Manila	New York
	Annie E. Elliot	Elliot	Sourabaya	Boston
Jan. 16	Helena & Henrietta	Heiner	Samarang	Texel
16	Eolus	Verbeck	Batavia	Brouwerhaven
	Don Ricardo	Harris	Java	Queenstown
	Felix Mendelssohn	Barker	Manila	New York
	Water Lily	Heddie	Hong Kong	Do.
	Zingra	Williams	Batavia	Boston
16	Elly	De Jong	Penang	London
16	Georgeville	Goubert	Batavia	Falmouth
16	Navigator	—	Batavia for Rotterdam	Do.
16	Aurora Australia	Barber	Singapore	Liverpool
16	Java	Almgren	Sourabaya	Clyde
14	Sourabaya Packet	Bolf	Batavia	Texel
14	Noach II.	v. Schelven	Do.	Helvoet
14	Vrachtszoeker	Vellengs	Macassar	Helvoet Roads
15	Triton	Oostrum	Batavia	Brouwerhaven
	Calcutta	Tanton	Ilo Ilo	Sandy Hook
17	Glauco (s.)	Wilding	Singapore, China, &c.	London
17	Trident	Heinrich	Java	Bristol
17	Margaret Caithness	—	Akyab	Off N. Foreland
17	Eliza Shaw	Gaye	Foochow	Off Dover
17	Nicolaas Witsen	Dryver	Batavia	Texel
17	Bestevær	Plas	Do.	Do.
17	Sydney	Kromer	Sourabaya	Queenstown
Dec. 16	Crested Wave	Renouf	Canton & Hong Kong	Buenos Ayres
Jan. 19	Nimroud	Moulton	Maulmain	London
19	Lavagna Secondo	Cancey	Rangoon	Do.
21	Halloween	Watt	Shanghai	Do.
16	Dante (s.)	Buchanan	Colombo	Marseilles
7	Swiftsure	Beadle	Zebu	Sandy Hook
	Aradus	Arend	Batavia	New York
	Julie	Cherpin	Padang	Do.
5	Janet Ferguson	Karskens	Manila	Boston
30	United Service (s.)	Strahlendorf	Singapore, &c.	London
30	Linda (s.)	Bass	Colombo	Do.
31	Hawkebury	Sayers	Foochow	Do.
	Ambassador	Prehn	Hioho, &c.	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 11	Comete	Rosseau	Singapore	Greenock
14	Lotus (s.)	Gray	Singapore and China	London
14	Cawdor Castle (s.)	Greig	Singap., &c. via Cardiff	Do.
16	Bengal (s.)	Douglas	Singapore, China, &c.	Do.
18	Rajpootana (s.)	Templeton	Colombo, &c.	Do.
14	Svanen	—	Java	Shields
14	Honigby	—	Cheribon	Newcastle
16	Aleda	—	China	Shields
18	Falia	Alma	Saigon	Royan
19	Wallace	—	Samarang	Shields
7	Mindoro	Bray	Manila	Boston
8	Glyde	Cloutman	Singapore	Do.
20	Sibylla (s.)	Williams	Colombo, &c.	London
19	Pernambuco (s.)	Hyde	Singapore, &c.	Do.
19	Duke	—	Do.	Newcastle

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Yokohama, and Hio: Venice. For Penang, Singapore, Hong Kong, and Shanghai: Aegean. For Penang, Singapore, Hong Kong, Shanghai, and Hankow: Tchibatchoff. For Singapore, Hong Kong, Yokohama, and Hio: Riga. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Glenfalloch. For Colombo, &c.: Sibylla, Lorne, Viceroy, W. H. Atkinson, Duke of Sutherland.

SAILING VESSELS.—For Yokohama and Hio: Duke of Abercorn, Jessie Macdonald. For Yokohama: Oleander. For Nagasaki: Sing Tai. For Hong Kong: Balgownie, Golden Spur, Kaisow, Hervataka. For Shanghai: Scindia, Forward Ho, James Shepherd, Undine, Lauderdale, Eliza Shaw. For Penang: Zehlina. For Batavia, Samarang, and Sourabaya: Nicola Tommaso. For Singapore: East Lomond.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Antenor (str.), Ulysses (str.). For Hong Kong: Queen of the Seas. For Batavia and Sourabaya: Argo, Wein Hohenfelde. For Batavia: Doris Eckhoff. For Shanghai (via Cardiff): Robert Boak. For Singapore: Sea, Bolden, Cyclone. For Singapore and Manila: Aurrera (str.). For Anjer: Tarquin. For Macassar: Beatrice Havenor, Viceroy.

At GREENOCK.—For Singapore: Birdston.

At GLASGOW.—For Batavia and Sourabaya: Salak (str.). For Singapore, Hong Kong, Shanghai, and Yokohama (via London), Viking (str.).

SPOKEN.

THORBECKE, Batavia to Amsterdam, Nov. 28, 32 S., 32 E.
HUMBOLDT, Hamburg to Batavia, Nov. 28, 19 S., 31 W.
THYATIRA, Foochow to London, Dec. 29, 1 N., 29 W.
ST. ANDREW'S CASTLE, London to Hong Kong, Nov. 26, 22 S., 27 W.
ALEXANDER (N. German ship), Java to Queenstown, Dec. 8, 7 S., 16 E.
M.P.R.D., Liverpool to Japan, Dec. 19, 8 N., 26 W., 21 days out.
VERONA, Newcastle to Amoy, Nov. 10.
ANTIPODES, Ilo Ilo to London, Dec. 11, 6 S., 15 W., 176 days out.
HERSCHEL, Java to Queenstown, Dec. 21, 6 S., 26 W., 84 days out.
H.I.P.R. (Indian Empire), Cardiff to Japan, Dec. 18, 1 S., 28 W.
WEGA, Cronstadt to Japan, Dec. 12, 2 N., 30 W.
QUEEN OF THE LAKES, Clyde to Galle, Dec. 6, 18 S., 29 W.
GLEAM (barq.), London to Penang, Dec. 6, 18 S., 29 W.
R.C.W.K. (Friedeburg ship), Java to Queenstown, Dec. 19, 6 N., 25 W.
HINDOSTAN (barq.), Newcastle to Penang, Dec. 3, 14 S., 32 W.
ETTA STEWART, Liverpool to Chittagong, Dec. 3, 14 S., 37 W.
FORTUNE, Manila to Boston, Nov. 10, 36 S., 36 E.
PHILOMENE (Dut. ship), Java to Queenstown, Nov. 19, 34 S., 16 E.
INDIA PACKET (Dut. ship), for Batavia, Nov. 13, 10 S., 26 W.
M.P.R.C., Liverpool to Japan, Dec. 20, 6 N., 25 W.

FREIGHTS AND CHARTERS.

Berth rates of freight to the Eastern Ports are without material alteration since our last issue. Ready ships are in request, but are in somewhat better supply. Coal freights rule firm.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 65s. weight, 60s. meat. To Hio: 70s. weight, 65s. meat. To Nagasaki: 75s. weight, 70s. meat. To Shanghai: 50s. weight, 40s. meat. To Hong Kong: 50s. weight, 40s. meat. To Singapore: 50s. weight, 40s. meat. To Penang: 40s. weight or meat. To Colombo: 40s. weight or meat.
Per SAILING VESSELS.—To River Amoor: 80s. To Yokohama: 40s. weight, 35s. meat. To Hio: 45s. weight, 40s. meat. To Nagasaki: 50s. weight, 40s. meat. To Shanghai: 35s. weight, 25s.

meast. To Hong Kong: 85s. weight, 30s. meat. To Singapore: 25s. weight, 22s. 6d. to 25s. meat. To Penang: 27s. 6d. weight or meat. To Batavia, Samarang, and Sourabaya: 27s. 6d. weight, 27s. 6d. to 35s. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Singapore: £25 to £26. To Penang: £25, f.c. To Galle: £23.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 37s. To Hong Kong: 32s. 6d. To Shanghai: 35s. To Singapore: 25s. to 26s. To Colombo: 25s. To Galle: 23s. To Batavia and Sourabaya: 24s. to 25s.

From Birkenhead, per ton.—To Hong Kong: 22s. To Shanghai: 27s. 6d. To Singapore: 20s.

The Admiralty have invited tenders for the conveyance of 47 tons 26 feet of stores for Singapore.

MISCELLANEOUS.

NEW YORK, JAN. 4.—Advices from Japan, of Dec. 4, state that the four boilers have been recovered from the wreck of the America (str.), which was burnt in August, 1872, on her voyage from San Francisco to Yokohama, and was beached at Kanagawa; the boilers were taken to Yokoska. Divers had been at work on the wreck for five months. An effort was to be made to raise the hull next spring.

ROTTERDAM, JAN. 18.—The Helena and Henriette, Heiner, arrived at Nieuwe Diep, from Samarang, reports having experienced heavy gales, during which the vessel laboured heavily, and the pumps had to be kept constantly going.

CASUALTIES.

The Sydney (Swed. barque), Kromer, which arrived at Queenstown Jan. 13, from Sourabaya, with sugar, was in collision with a German brig, and had bulwarks on port side, one boat carried away, and fore rigging damaged.

ROTTERDAM, JAN. 16.—A telegram announces that the Jonge Cornelis, from Cardiff to Batavia, which put into Lisbon on or before 14, was damaged.

MANILA, SINGAPORE, JAN. 16.—The Lord Macaulay (barq.), from Hong Kong to Ilo Ilo, put in here; she was caught in a typhoon, and grounded on Samboles, and will go to Hong Kong for repairs.

DEAL, JAN. 19.—The Kashgar (barq.), Russell, from Middlesboro' to Hio, has anchored in the Downs with loss of boats, &c.

TRIAL TRIP OF THE S.S. "LANGKAT."—On the 9th inst. a trial trip of this handsome steamer was made on the Thames, and notwithstanding the boisterous nature of the weather a speed of 11½ knots was attained. The vessel left Cubitt Town at 11.45, and proceeded down the river to the measured mile in Long Reach, where the speed mentioned was obtained, and then proceeded as far as Sea Reach, when she was turned round, and returned to her moorings, arriving at four o'clock. The vessel and machinery have been constructed by Messrs. J.W. Dudgeon, of Millwall and Cubitt Town, under the special survey of Lloyd's, in which register she is classed 90 A. She is 322 tons B.M., and 275 tons gross register, 60-horse power nominal, twin screw compound engines, length 150ft., breadth 21ft., depth 13ft. 6in., schooner rigged. She is fitted to carry twelve first-class passengers in the after cabin, and has every convenience, particular attention having been paid to the ventilation, which is everything that can be desired for a hot climate. She has also been fitted with 'tween decks in fore and after holds, for the purpose of conveying ponies from Deli, on the east coast of Sumatra, to Penang, large numbers of which are annually imported. Her upper deck is of teak, and awnings are fitted fore and aft. During the whole of the run there was no occasion to ease the machinery on account of the usual complaint of tight or loose bearings, but the engines and boilers continued to work at full speed from the time the vessel left until she returned to her moorings. This is the second vessel that has been built for the owner, Mr. Lee Pee Chuan, by these builders, through Messrs. Friederichs and Co., of London and Penang, whose senior, Mr. F. H. Friederichs, was on board during the trial trip. Mr. Lee Pee Chuan is one of the most enterprising Chinese merchants in Penang, and already owns several large steamers running on the coasts of Burmah, Malacca, and Sumatra.

The Halloween, Captain Watta, owned by Messrs. John Willis and Son, has made another quick passage from China, having left Shanghai on the 21st Oct. and arrived off the Isle of Wight on the 19th inst.—ninety days—with a full cargo of about 1,500 tons tea and silk, at a freight from 70s. to 80s. The round voyage from London to Sydney, Shanghai, and home was accomplished in nine months seven days, of which seventy-eight days were used in port.

DRUGS, CHEMICALS, &c.,

WHOLESALE AND FOR EXPORTATION.

Drugs, &c., guaranteed genuine as imported, and PHARMACEUTICAL PREPARATIONS made in strict accordance with the Pharmacopoeia.

All Orders accompanied by Drafts, or sent through Merchants, attended to promptly, and executed upon the best terms.

BAISS BROTHERS & CO.,
DRUG MERCHANTS, &c., GOVERNMENT CONTRACTORS
FOR CHEMICALS, &c.,
102 LEADENHALL STREET, LONDON, E.C.

MacEWEN, FRICKEL, & Co.,
QUEEN'S ROAD, HONG KONG
GENERAL STOREKEEPERS AND
COMMISSION AGENTS.
Special Agents for the
LONDON AND CHINA EXPRESS

NERVA, MARCHAND, & Co.,
GENERAL COMMISSION MERCHANTS,
MILITARY EQUIPMENTS, &c.,
14, RUE DE LA GRANGE BATELLIERE
PARIS.

P. L. SIMMONDS, 29, Cheapside, City,
REPORTER ON TRADE PRODUCTS, LECTURER ON COMMERCE at the SOCIETY OF ARTS, London Institution, &c., and Editor of the "Journal of Applied Science," may be consulted on the sources of supply, value and economic applications of all articles of commerce. Analyses furnished, and statistics of various imports and range of prices supplied.

UNIVERSAL MARINE INSURANCE COMPANY (LIMITED).

OFFICES, 35, CORNHILL, LONDON, E.C.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of this Company will be held at the CITY TERMINUS HOTEL, CANNON-STREET, in the City of London, on THURSDAY, the 4th day of Feb., 1875, at Two o'clock in the afternoon.
The Transfer Books will be closed from Monday, the 25th day of Jan., to Saturday, the 6th day of Feb., 1875, both days inclusive.

(By Order) ALFRED TOZER, Secretary.

Dated this 20th day of Jan., 1875.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hiogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Pondicherry, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

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Meikong	Feb. 28		
Sindh	Mar. 14		
Djinnah	Mar. 28		
Anadyr	Apr. 11		

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*Malwa	2,933	450	Jan. 28	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan
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Surat	3,142	630	Feb. 18	Mediterranean, Aden, Bombay
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Glenfalloch	100 A1	2,128	275	To follow
Glenloch	100 A1	1,676	200	To follow
Glenearn	100 A1	2,120	330	To follow
Glenlyon	100 A1	2,119	275	To follow
Glenroy	100 A1	2,121	250	To follow
Glenartney	100 A1	2,016	330	To follow
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Do., except Tchibatchoff	B in A1	S.W.I.D.	To follow	
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Shanghai	Eliza Shrw	A1 17 yr.	E.I.D.	To follow
Shanghai	Elmstone	A1 16 yr.	E.I.D.	With des.
Singapore	Kate Carnie	A1 13 yr.	E.I.D.	With des.
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Hong Kong	Balgownie	A1 9 yr.	E.I.D.	With des.
Yokohama	Hervataka	A1 18 yr.	E.I.D.	To follow
Yokohama & Hio	Oleander	A1 10 yr.	E.I.D.	With des.
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Yokohama & Hio	Egean	AA1	1073	V.L.D.	Feb. 10
Pen., Sing., H.K. Yoko, & Hio	Africa	95 A1	3379	V.L.D.	Feb. 20

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Hong Kong	Goldspur	A1 14 yr.	657	W.I.	With des.
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THE LONDON AND CHINA TELEGRAPH. THE SEVENTEENTH Volume of this JOURNAL commenced on 4th day of January, 1875. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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